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ANALYSIS OF ACCIDENT DATA IN KENTUCKY (1984 - 1988)

by

Kenneth R. Agent
Transportation Research Engineer

and

Jerry G. Pigman
Transportation Research Engineer

Kentucky Transportation Center
College of Engineering
University of Kentucky
Lexington, Kentucky

in cooperation with
Kentucky State Police
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16. Abstract

Kentucky has a systematic procedure to identify locations that have abnormal rates or numbers of accidents. This procedure utilizes average accident rates and numbers. A primary objective of this study was to determine average accident statistics in Kentucky. An annual safety program for Kentucky, which includes the identification, programming, budgeting, and evaluation of safety projects, is prepared each year. The data presented in this report may be included as the problem identification portion of Kentucky's Annual Highway Safety Plan.

Average and critical accident rates were calculated by highway type for rural and urban highways. A summary of results and recommendations in several problem identification areas is presented. These general areas include alcohol, occupant protection, speed, pedestrians, bicycles, and vehicle defects.

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Accident Rate	Safety Belt	
Critical Rate	Safety Seat	Unlimited with Kentucky State Police Approval
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Alcohol		

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INTRODUCTION

Several reports have previously been prepared dealing with calculating traffic accident rates for Kentucky (1, 2, 3, 4, 5, 6) and preparation of the problem identification portion of Kentucky's Annual Highway Safety Plan (7, 8, 9, 10, 11, 12). This is the third report providing a combination of those two report areas (13,14). Accident data for the five-year period of 1984 through 1988 were used during preparation of this report.

Kentucky has a systematic procedure to identify locations that have abnormal rates or numbers of accidents. However, before that procedure may be utilized, average accident rates and numbers must be determined for appropriate highway categories and for rural and urban areas. A primary objective of this study was to determine average accident statistics for Kentucky. Those statistics may then be used in the high-accident location identification program to identify high-accident locations. Those locations are then inspected and their accidents are summarized and recommendations are presented, when applicable, for improvements. Another study involved development of accident reduction factors that may be used in the cost-optimization procedure to rank proposed safety improvements (15).

A highway safety program is prepared each year for Kentucky in order to comply with Section 402, Title 23 of the United States Code. This program includes the identification, programming, budgeting, and evaluation of safety projects having the objective of reducing the number and severity of traffic accidents. The data presented in this report may be included as the problem identification portion of Kentucky's Annual Highway Safety Plan.

PROCEDURE

Accident and volume data bases were used to obtain accident statistics. Accident data were obtained from either the computer accident tape containing all police-reported accidents or from the computer software package "Records Analysis for Problem Identification and Definition (RAPID)". The format of Kentucky's Uniform Police Traffic Accident Report form was modified in 1987. That change resulted in the RAPID file not being available for 1987 and 1988 so summaries for those years were prepared from an analysis of the accident tapes.

Rates were calculated for: 1) state-maintained roads having known traffic volumes, route numbers, and mileposts and 2) all streets and highways on and off the state-maintained system. Rates were provided in terms of accidents per 100 million vehicle-miles (ACC/100 MVM) where traffic volumes could be determined. Population was used as the measure of exposure in instances where traffic volume could not be used as the exposure measure.

In addition to average accident rates, critical rates and numbers of accidents are required for the high-accident location program. Both types of rates were calculated. The following formula was used to calculate critical accident rates:

$$A_c = A_a + K(\mathrm{sqrt}(A_a/M)) + 1/(2M) \qquad (1)$$

in which

A_c = critical accident rate,
A_a = average accident rate,
sqrt = square root,
K = constant related to level of statistical significance selected (a probability of 0.995 was used wherein K = 2.576), and
M = exposure (for sections, M was in terms of 100 million vehicle-miles (100 MVM); for spots, M was in terms of million vehicles).

To determine the critical number of accidents, the following formula was used:

$$N_c = N_a + K(\text{sqrt}(N_a)) + 0.5 \quad (2)$$

in which N_c = critical number of accidents and
N_a = average number of accidents.

There are 18 highway safety problem areas (standards) identified by the National Highway Traffic Safety Administration. Problem areas recently identified for emphasis include alcohol and occupant protection. To identify problems in these areas, as well as any of the other "highway standard" areas, the analyses focused on the following:

1. County Accident Statistics,
2. City Accident Statistics,
3. Alcohol-and Drug-Related Accidents,
4. Occupant Protection,
5. Speed-Related Accidents,
6. Pedestrian Accidents,
7. Bicycle Accidents,
8. Motorcycle Accidents,
9. School Bus Accidents,
10. Truck Accidents,
11. Vehicle Defects, and
12. General Trend Analysis.

STATEWIDE ACCIDENT RATES

All of the rates referred to in this section apply to state-maintained roads having known traffic volumes, route numbers, and mileposts. Accident rates are given in terms of accidents per 100 million vehicle-miles (ACC/100 MVM).

A comparison of 1984, 1985, 1986, 1987 and 1988 accident statistics is shown in Table 1. The various accident rates have remained generally constant over this five-year period; however,there was an increase in the number of accidents and a decrease in total and fatal accident rates in 1988 compared to the 1984 through 1987 averages. The overall accident rate has ranged from a maximum of 337 accidents per 100 million vehicle-miles (ACC/100 MVM) in 1985 to 322 ACC/100 MVM in 1988. The 4.7 percent increase in accidents in 1988 was offset by a 7.0 percent increase in vehicle-miles travelled, resulting in a 2.1 percent decrease in total accident rate. The fatal accident rate decreased by 5.6 percent in 1988 while the injury accident rate increased by

2.4 percent in 1988 compared to the 1984 through 1987 average.

An analysis of statewide accident rates as a function of several variables, such as highway system classification, was conducted. Results are presented in APPENDIX A.

Accident rates required to implement the high-accident spot-improvement program in Kentucky are average rural and urban rates by highway type. Current classification is basically by number of lanes, with an additional separation of four-lane highways by divided and undivided highways. Also, interstates and parkways are classified separately. Rates for rural highways for the five-year period (1984-1988) are listed in Table 2, and Table 3 contains rates for urban highways. Highways were placed into either the rural or urban category based upon the rural-urban designation denoted on the Statewide Mileage File. For sections having a volume, route, and milepost cited in the Statewide Mileage File, the rural or urban and highway type classifications were determined. The number of accidents for each section was then obtained from the accident file. The total accident rate per 100 million vehicle-miles as well as injury and fatal accident rates were calculated.

On rural highways, the small sample of three-lane highways had the highest rate, when either all accidents, injury accidents, or fatal accidents was considered (Table 2). One-lane highways also had high rates. Interstates had the lowest rates, followed closely by parkways. The advantage of median-separated highways is shown when comparing rates for four-lane divided (non-interstate or parkway) and four-lane undivided highways. The overall accident rate for the divided highway (which would not typically have access control) was less than one-half that of the undivided highway.

On urban highways, the highest overall accident rate was on four-lane undivided highways, followed by two-lane highways (Table 3). Those two highway types also had the highest injury accident rates while two-lane highways and the small sample of three-lane highways had the highest fatal accident rates. The lowest rates were on parkways, followed by interstates.

Tables 2 and 3 show that the overall total accident rate on urban highways was over twice that on rural highways. Also, the injury rate on urban highways was about 60 percent greater than that for rural highways. However, the fatal accident rate on urban highways was only about one-half that for rural highways.

Variations in accident rates by rural and urban highway-type classifications over the five-year period are listed in Table 4. This table shows that rates for the highway types having large numbers of miles have been generally stable over the period. There was a slight decrease in the overall accident rate in rural areas, with a larger decrease in urban areas. The largest variations in rates occurred for the roadway types having the lowest number of miles. The largest decreases in rates occurred on rural one-lane and three-lane roadways. The largest increases in rates occurred on urban three-lane roadways and urban parkways. Trends in overall accident rates representative of rural and urban areas are shown graphically in Figure 1 for the period 1984 through 1988. In addition, trends in accident rates for types of highways are shown for rural highways (Figure 2) and urban highways (Figure 3).

Average rates listed in Tables 2 and 3 may be used to determine critical accident rates for sections of highway of various lengths. In addition to highway sections, Kentucky's high-accident location procedure uses highway spots, defined as having a length of 0.3 mile and representing a specific identifiable point on a highway. Statewide accident rates for "spots", by highway-type classification, are listed in Table 5 for 1984 through 1988.

The first step in Kentucky's procedure for identifying high-accident locations involves identifying spots and sections that have more than the critical numbers of accidents. Then, the accident rates for those locations are compared to critical accident rates. Statewide averages and critical numbers of accidents for "spots" and 1-mile sections by highway-type classification are presented in Table 6 for 1984 through 1988. The critical numbers of accidents listed in Table 6 are used to establish the "number of accidents" criterion for determining the initial list of locations. Critical numbers of accidents for various section lengths were determined for each highway type using Equation 2. Results are presented in tables in APPENDIX B. Section lengths up to 20 miles for rural roads and up to 10 miles for urban roads are included.

After the initial list of locations meeting the critical number criterion is compiled, comparisons between accident rates for those locations and critical accident rates are made. Critical accident-rate tables for highway sections are presented in APPENDIX C. Critical accident rates for the various rural and urban highways were determined as a function of section length and traffic volume (AADT). The rates are listed in units of accidents per 100 MVM and were calculated using Equation 1.

Critical accident-rate tables for "spots" are contained in APPENDIX D. Those rates are presented in units of accidents per million vehicles and also were determined using Equation 1.

COUNTY ACCIDENT STATISTICS

Accident rates were calculated for each county considering 1) only the state-maintained system and 2) all roads within the county. The accident rates are presented in terms of ACC/100 MVM. Total accident rates were calculated for both categories. Also, using all roads in the county, accident rates were calculated considering fatal accidents only and fatal-or-injury accidents only. Those rates are presented in Table 7. Total miles travelled in each county were determined by combining miles travelled on roads having known traffic volumes with those having no recorded volumes. The statewide mileage tape was used to tabulate vehicle-miles travelled by county on roads having traffic volume counts. The difference between this statewide total of vehicle-miles travelled on roads having known traffic volumes and the total estimated miles driven in the state was then distributed to each county based upon the proportion of registered vehicles in each county to the total in the state. The total miles driven in each county was then obtained by adding the known miles driven on the state-maintained highway system and the estimated miles driven on the remaining streets and highways.

To assist in the analysis of county accident statistics, county populations in descending order were tabulated and presented in Table 8. The counties were then grouped into five categories based upon population. Using accidents on all roads in the county, average and critical accident rates were

calculated (Table 9). The total accident rate and injury-or-fatal accident rates increased as population increased while the fatal accident rate decreased with increased population. The critical accident rate was calculated using Equation 1. Critical rates (in terms of accidents per 100 million vehicle-miles) were calculated for total accidents, fatal accidents, and injury-or-fatal accidents. The numbers of counties having rates above critical in each population category were determined. The total number was 39 for total accidents, 26 for injury-or-fatal accidents, and none for fatal accidents. The consistency in accident data that has been observed during the past few years is shown in that 38 of the 39 counties determined to have a critical accident rate when total accidents were considered were also identified as having a critical accident rate in the previous report (14). Table 10 contains a list of numbers of accidents and total accident rates for all counties grouped by population category (considering all roads in the county). Counties within each population category are listed in order of descending accident rate, with the critical rates identified.

Accident rates also were calculated by county considering only the state-maintained system. Those rates, grouped by population category, are presented in Table 11. The rankings of counties in Tables 10 and 11 are similar. For both cases, Mason (15,000 to 24,999 population category) and Jessamine counties (25,000 to 50,000 population category) had the highest rate in their population category. In the under 10,000 population category, Bracken County had the highest rate when all roads were considered while Owen County had the highest rate when considering only state-maintained roads. In the 10,000 to 14,999 population category, Allen County had the highest rate when all roads were considered while Pendleton County had the highest rate considering only state-maintained roads. In the over 50,000 population category, Jefferson County had the highest rate when all roads were considered while Kenton County had the highest rate when considering only state-maintained roads. For all roads, Jefferson County had the highest rate in the state while Kenton County had the highest rate when considering only state-maintained roads. Lyon County had the lowest rate in the state in both cases.

Using accidents on all roads in the county, injury or fatal accident rates are listed in Table 12 in descending order by population category. Counties having critical rates are identified. Counties having the highest rates for their population categories were Owen, Allen, Harrison, Calloway, and Daviess. Daviess County had the highest rate in the state while Lyon County had the lowest rate. Similar rates for fatal accidents are listed in Table 13. Counties having the highest rates for their population categories were Menifee, Magoffin, Clay, Perry, and Pike. These counties are all in the southeastern section of Kentucky. The highest rates were for the smallest counties.

A summary of other miscellaneous accident data used in the problem identification process is presented by county in Table 14. This table includes number of accidents by county by year; percent change in the 1988 accident total from the previous four-year average; percentages of accidents involving alcohol, drugs, and speeding; percentage of fatal accidents; percentage of injury-or-fatal accidents; and percentage of drivers using safety belts.

CITY ACCIDENT STATISTICS

Accident statistics were analyzed for cities by using the 1984 through 1988 accident data. The primary group of cities included in the analysis were those having a population over 2,500 that were incorporated and had a police agency. Incorporated cities were eliminated if they did not have a police agency. Incorporated cities in Jefferson County, such as St. Matthews, Jeffersontown, and Shively, were included separately from Louisville because of a desire to analyze accidents for each police reporting agency. Therefore, for Louisville, only the population of the city area was included instead of a metropolitan area population.

Table 15 is a summary of accident rates for cities having populations more than 2,500 that are incorporated and have police agencies. That table included 108 cities. Rates in terms of ACC/100 MVM are listed for the state-maintained system while rates in terms of accidents per 1,000 population are listed using all streets in the city.

Additional statistics are listed for each of those cities in Table 16. Rates for fatal accidents, pedestrian-motor vehicle accidents, bicycle-related motor vehicle accidents, and motorcycle accidents are provided. Those rates are in terms of accidents per 10,000 population. Percentages of accidents involving speeding or alcohol are also listed.

Total accident rates for all incorporated cities are summarized in APPENDIX E (Table E-1). Included for 400 cities were population, number of accidents, and accident rate (accidents per 1,000 population).

Accidents on the state-maintained system of highways within a city generally consisted of approximately one-third of all the accidents occurring within a city. Therefore, total accident rates were used to determine critical accident rates. Accident rates on the state-maintained system, by city and by population category, are shown in Table 17. The cities are listed in descending order by accident rate. Cities in the 1,000 to 2,499 population category are also included in this table (a total of 164 cities). The average accident rate for all cities in a category is also listed. The rates were higher for cities in the population categories between 5,000 and 55,000. The rates were lower for the highest and lowest population categories (the lowest rate was for the 1,000 to 2,499 population category). Total accident rates for cities by population category are listed in Table 18. They are tabulated in order of descending accident rates and critical rates are identified. Thirty one cities were identified as having total accident rates above critical. Louisville, Bowling Green, Florence, Bardstown, and London had the highest total accident rates in their respective population ranges. Fatal accident rates, by city and population category, are listed in Table 19. They also are tabulated in order of descending fatal accident rates and there were no cities having rates above critical. Lexington, Paducah, Somerset, Hazard, and Russell had the highest fatal accident rates in their respective population ranges.

ALCOHOL- AND DRUG-RELATED ACCIDENTS

Alcohol- and drug-related accidents continue to be one of the highest priority problem identification areas and considerable emphasis is being placed on programs to impact those problems. Over the past several years, the

number of highway deaths involving alcohol nationwide has averaged approximately 25,000 per year. Economic losses due to drunk driving are staggering. A conservative estimate of the total economic cost of drunk driving is between five and six billion dollars per year. In Kentucky, the number of alcohol-related accidents has averaged about 8,000 per year for the past five years. Alcohol-related fatal accidents (fatal accidents with alcohol listed as a contributing factor on the police report) have averaged 175 per year during the past five years. If the cost of an average motor-vehicle accident is used, the estimated annual cost of alcohol-related accidents in Kentucky is about $111 million.

The effectiveness of alcohol enforcement programs has varied throughout the years for various parts of the country. Several enforcement programs have been conducted in Kentucky and evaluations of some of the programs have been documented (16). Results from the programs of increased enforcement in Fayette, McCracken, and Warren counties indicated a significant reduction in alcohol-related accidents during enforcement hours of the program. There were dramatic increases in DUI arrests in the three areas evaluated. DUI conviction rates varied from 90 percent in Fayette County to 77 percent in McCracken County and 55 percent in Warren County. Approximately 90 percent of the respondents to a survey questionnaire were in favor of Traffic Alcohol Programs as a means of reducing alcohol-related accidents. Benefit-cost ratios were calculated and were determined as being greater than 1.0 for all areas evaluated.

The number of alcohol-related accidents has decreased during the period from 1984 through 1988 with the large decrease starting in 1985. In 1984, there were 9,007 alcohol-related accidents (6.6 percent of all accidents). This number decreased to 7,741 in 1985, 7,760 in 1986, 7,671 in 1987 and remained about the same at 7,890 in 1988 (5.3 percent of all accidents). In contrast, the number of alcohol-related fatal accidents in 1988 (194) increased by 12.5 percent over the 1984-1987 average (170). The trend of increased alcohol-related fatal accidents began in 1987 (198) when there was an increase of 15.7 percent over the 1983-1986 average (167).

To identify alcohol-related accident problem areas, percentages of accidents involving alcohol were summarized for counties and cities as shown in Tables 20 and 21, respectively. In Table 20, number and percentage of accidents involving alcohol were determined by considering all drivers and two age categories (16 through 18 years and 19 through 20 years). This allowed a separate analysis for young drivers. The counties are listed by county population group in order of descending percentages of alcohol accidents for all drivers. Counties in each population category having the highest percentage of accidents, considering all drivers, involving alcohol are Elliott, Casey, Meade, Whitley, and Madison.

The information provided in Table 20 also may be used to determine the counties that have the highest percentages of accidents involving alcohol for young drivers by county population category. The counties identified as having the highest percentages of alcohol-related accidents, considering only young drivers, were not typically the same as those identified when all drivers were considered. For the 16 through 18 years of age category, the counties in each population category having the highest percentages of accidents involving alcohol are Robertson, Casey, Marion, Knox, and Madison. For the 19 to 20 age category, counties having the highest percentage are

Menifee, Casey, Meade, Harlan, and Kenton. Casey County was the only county that had the highest percentage for each group of drivers.

Table 21 is a summary of number and percentage of accidents involving alcohol for cities. For each population category, cities having the highest percentages of accidents involving alcohol are Lexington, Covington, Fort Thomas, Villa Hills, and Vine Grove.

Additional analyses were performed to show number and rate of alcohol convictions by county (Table 22). Rates are in terms of convictions per 1,000 licensed drivers and convictions per alcohol-related accident. Five years of conviction data (1984 through 1988) were available for the analysis. Those same rates are presented in Table 23 with counties grouped by population ranges and rates are listed in order of descending percentages. Counties in each population group having the lowest rates of alcohol convictions per 1,000 licensed drivers were Robertson, Green, Harrison, Graves, and Campbell. Counties having the lowest rates of alcohol convictions per alcohol-related accident were Wolfe, Pendleton, Marion, Pulaski, and Kenton. Counties having low rates for either convictions per 1,000 licensed drivers or convictions per alcohol-related accident may be candidates for increased enforcement or other special programs (especially if they have a high percentage of alcohol-related accidents). Data in Table 22 show that, statewide, the number of alcohol convictions has remained fairly constant for the period of 1984 through 1988 with the lowest number occurring in 1988.

A comparison was also made between the total alcohol arrests and total alcohol convictions, by county, for the years of 1983 through 1986 and 1988 (Table 24). Accurate arrest data were not available for 1987. The statewide percentage of alcohol convictions per arrest over this time period was 63.4 percent. The percentages varied from a low of 28.6 percent in Breathitt County to a high of 97.8 percent in Lyon County. The percentages could be affected, especilly in counties having low numbers of arrests and convictions, by the overlapping effects of arrests being made and convictions being prosecuted in different calendar years. Other counties having a conviction rate over 80 percent were Ballard, Bracken, Breckinridge, Butler, Carlisle, Elliott, Jessamine, Larue, Lincoln, McCreary, Menifee, Montgomery, Union, Webster and Woodford. Other counties having a conviction rate under 40 percent were Marion, Robertson, and Todd. The counties are grouped by population category and are placed in decreasing order of conviction percentage in Table 25. The average conviction percentage did not vary substantally by population category with a 64.1 conviction percent for the highest population category compared to 61.5 percent for the lowest. Counties having the highest conviction percentages in the various population categories were Fayette, Jessamine, Breckinridge, Webster, and Lyon. Counties having the lowest conviction percentages for the various population categories were Hardin, Boone, Breathitt, Todd, and Robertson.

An important intervention into the pattern of arresting and prosecuting drunk driving cases was revision of the DUI law that resulted in increased penalties. The law became effective July 15, 1984, with the potential for significant impact upon the previous trends of conviction rates. The numbers of arrests, convictions, and conviction rates for the two calendar years immediately after the law became effective (1985 and 1986) as well as 1988 were compiled and presented in Table 24. The statewide conviction percentage for these three years after the DUI law (1985,1986,and 1988) was 67.9 percent

compared to a percentage of 44.0 percent for the two-year period of 1982 and 1983 before the law. It appears that there were increases in conviction rates in most counties, with only 15 of 120 decreasing after the revised DUI law. The problem of arrests being made in one year and prosecution occurring in another year was evident from the three-year summary (the conviction rate in Lyon County exceeded 100 percent).

A drunk-driving offense may be reduced to a charge of reckless driving. This could occur when a person is arrested for drunk driving, because of erratic driving behavior, and field sobriety or BAC tests fail to confirm the drunk-driving charge. In addition, the severity of the penalty for drunk driving could influence police officers and they might reduce a drunk-driving charge to reckless driving. Similarly, in some instances, the judicial system has been responsible for reducing charges from drunk driving to reckless driving. For those reasons, it was determined that a summary of reckless driving convictions would be beneficial. Numbers of reckless driving convictions and the rate of convictions per 1,000 licensed drivers for each county are presented in Table 26. In the time period of 1984 through 1988 the highest number of convictions was in 1984. There has been a trend of a reduction in reckless driving convections over the last several years. Because of the increase in alcohol convictions and the relationship between alcohol convictions and reckless driving convictions, a decrease in reckless driving convictions should be expected.

Drugs continue to be listed as a contributing factor in a relatively small percentage of all accidents. There had been a general downward trend in this type of accident until 1987 when there was a slight increase. There was a large increase (18.9 percent) in this type of accident in 1988 compared to the 1984-1987 average. The lowest number of drug-related accidents occurred in 1986 with 297 accidents (0.21 percent of all accidents) compared to 387 in 1988 (0.26 percent of all accidents). Percentages of accidents involving drugs by county and population category are presented in Table 27. Counties having the highest percentages of drug-related accidents by population category were Robertson, Russell, Clay, Harlan and Bell, and Kenton and McCracken. Another summary was prepared to show percentages of accidents involving drugs by city population categories (Table 28). Within each population category, cities having the highest percentages of drug-related accidents were Lexington, Covington, Middlesboro, Bellevue and Corbin, and Cumberland and Vine Grove and Fort Wright. Several of the cities having the higher rates were located in the northern Kentucky area.

OCCUPANT PROTECTION

The percentages of drivers of passenger cars involved in traffic accidents who wore safety belts were listed by county in Table 14. Those percentages are listed in descending order by county population category in Table 29. Those percentages are for the five-year period of 1984 through 1988. The rates varied from a high of 33.5 percent in Fayette County to a low of 4.3 percent in Estill County. Counties having potential for intensive promotional campaigns are identified. Those counties were selected on the basis of their safety belt usage, accident rate, and location in the state. Counties having low usage rates and high accident rates were identified. One county was selected from within each of the 16 Kentucky State Police Posts areas of jurisdiction.

The variance of safety belt usage, by year, from 1984 through 1988 is presented in Table 30 along with the relationship between county population and safety belt usage. The percentage using safety belts has increased steadily from 1984 through 1988 with large percentage increases each year. Usage by accident-involved drivers in 1988 (33.2 percent) was almost four times the usage in 1984 (8.5 percent). This table also shows the higher usage percentages for counties having over 50,000 population.

Safety belts are recognized as an effective method of reducing accident severity. This is confirmed by data presented in Table 31. This table shows that, when a driver of a motor vehicle is wearing a safety belt at the time of an accident, the chance of being fatally injured is reduced by 75 percent. Also, the chance of receiving an incapacitating injury is reduced by 39 percent and the chance of receiving a non-incapacitating injury is reduced by 24 percent. Safety belts will greatly decrease the possibility of injury in accidents involving large deceleration forces, but some injury or complaint of soreness or discomfort may persist. In many instances, use of seat belts will reduce a severe injury to a less severe injury. In fact, the category of "possible injury", which involves a complaint of pain without visible signs of injury, decreased only one percent (from 5.23 percent for drivers not wearing safety belts to 5.16 percent for drivers wearing safety belts). The chance of receiving either a fatal or incapacitating injury was reduced by 42 percent. The reductions in accident severity were found to be statistically significant (probability of 0.99) (17).

The change in accident severity for drivers wearing and not wearing a safety belt is presented in Table 32 for the years 1984 through 1988. The reduction in severity from the use of safety belts has remained consistent.

Potential savings associated with increased safety belt usage were estimated and are shown in Table 33. This table lists the annual potential reduction in the number of fatalities, serious injuries (those listed as incapacitating on the accident report), and the associated accident cost savings resulting from that reduction. Those savings are given for driver usage rates from 30 to 100 percent. To obtain the most current results, 1989 safety belt statistics and cost estimates recommended by the Federal Highway Administration (18) were used (as shown in the footnote in Table 33). An actual usage rate of 25.5 percent (19) was used along with a reduction associated with safety belt usage of 75 percent for fatalities and 39 percent for incapacitating injuries. Accident cost estimates were $1,500,000 for a fatality and $39,000 for an incapacitating injury (18). For example, if 50 percent of all drivers involved in accidents in Kentucky wore safety belts, there would be a potential annual reduction of about 91 fatalities and a potential annual reduction in the cost of fatalities and serious injuries of approximately 159 million dollars.

A summary of usage and effectiveness of child safety seats for children under the age of four who were involved in traffic accidents is presented in Table 34. Data are for 1984 through 1988. Age categories in the RAPID accident file governed the age category that was used. Most children three years of age or younger would be placed in a child safety seat rather than a seatbelt or harness. However, many were coded as wearing a safety belt, so the categories of restraint used were 1) none, 2) safety belt or harness, 3) child safety seat, and 4) any restraint.

Of the 45 fatalities (children age three and under) occurring during the study period, only 11 involved use of a restraint. Also, of 521 incapacitating injuries, only 115 involved use of a restraint. A better measure of effectiveness would be the percentage sustaining a specific injury. This analysis revealed the percentages of fatalities and incapacitating and non-incapacitating injuries were much lower for children who were in a child safety seat or safety belt compared to those using no restraint. Comparison of the "any restraint" and "none" categories revealed there was a 64-percent reduction in fatalities for children in restraints, a 61-percent reduction in incapacitating injuries, a 40-percent reduction in non-incapacitating injuries, and a 34-percent reduction in possible injuries. All reductions, except that for fatal injuries, were determined to be statistically significant (probability of 0.99) (17).

An analysis of the percentage of children in restraints revealed the percentage was highest for rear-seat locations. A comparison of percent usage by year indicated usage has been increasing since 1983-- from about 25 percent in 1983 to about 45 percent in 1986 and 1987. This represents an increase of approximately 80 percent for the five-year period.

Additional analysis of accident data related to safety belt usage is included in APPENDIX F.

SPEED-RELATED ACCIDENTS

Speed is one of the most common contributing factors in total accidents and fatal accidents. Speed-related accidents, as a percentage of total accidents, has remained relatively constant for the period 1984 through 1988. The number of speed-related accidents was slightly higher in 1984 and 1985 compared to 1986 through 1988. Speed-related fatal accidents have also remained fairly steady during this period, with the largest number in 1986 and the lowest in 1985. As a means of analyzing speed-related accidents, accidents having "unsafe speed" coded as a contributing factor were summarized by county and population category in Table 35. When arranged in order of decreasing percentages of speed-related accidents, those counties having the highest percentages in each population category were Spencer, Leslie, McCreary, Floyd, and Pike. There appears to be a concentration of counties having a high percentage of speed-related accidents in the southeastern section of the state. A similar summary of accidents involving unsafe speeds for cities was prepared and is presented in Table 36. Those cities having the highest percentages in each population category were Louisville, Ashland, Fort Thomas, Villa Hills, and Lakeside Park.

In addition to accident analysis, the other major area of analysis for unsafe speed was speed convictions. Areas having large percentages of accidents involving speeding and low conviction rates are candidates for increased enforcement. Table 37 presents a summary of speeding convictions by county. Numbers of speed convictions, speed convictions per 1,000 licensed drivers, and speeding convictions per speed-related accident are included. To assist in identifying areas having the potential for increased enforcement, Table 38 was prepared with speeding conviction rates listed in descending order by county population categories. Within each population category, those counties having the lowest speeding conviction rates per 1,000 licensed drivers are Elliott, Monroe, Knott, Letcher and Harlan, and Jefferson. Counties having the lowest rates of speeding convictions per speed-related

accident are Elliott, Lewis, Knott, Whitley, and Pike. There was a predominance of counties having high percentages of speed-related accidents and low rates of convictions in the southeastern section of Kentucky.

The percentage of vehicles exceeding the 55-mph speed limit has been monitored and reported by the Kentucky Department of Highways on a quarterly basis since 1978. The speed limit on rural interstates was raised to 65 mph in June 1987. A summary of data collected as part of the speed monitoring program for 1988 is presented in Table 39. That summary shows 700,052 vehicles were monitored at 29 locations. The percentage of vehicles exceeding 55 mph on all monitored roads, except rural interstates,(using weighting factors to reflect vehicle miles traveled) was 39.9 percent.

Another summary was prepared to show overall compliance with the 55-mph speed limit from 1984 through 1988 (Table 40). The speed data on urban interstates show a general decrease in speeds. A comparison of 85th percentile speeds on rural interstates before and after start of the 65 mph speed limit in June 1987 shows speeds of 67.3 mph for the period of July 1986 through March 1987 compared to 68.1 mph for the period of July 1987 through March 1988. For the period of October 1987 through September 1988 (Federal fiscal year), the 85th percentile speeds on rural interstates increased to 70.3 mph.

GENERAL ACCIDENT STATISTICS

Several types of general statistics were developed for use in analyses of specific problem areas. Included were accident trends over a five-year period, a summary of accidents by police reporting agency, and several types of statistics for accidents involving pedestrians, bicycles, motorcycles, school buses, and trucks.

ACCIDENT TREND ANALYSIS

An analysis of accident trends over the five-year period is summarized in Table 41. The 1988 accidents were compared to an average of the preceding four years (1984-1987). There was an increase in total accidents, as well as fatal and injury accidents and fatalities and injuries, when comparing 1988 to the previous four years. Trends in the number of specific types of accidents also are presented in Table 41. Those trends will be discussed in the section dealing with that accident category.

There was a total of 709,391 accidents in the five-year period, of which 3,545 were fatal accidents and 158,257 were injury accidents. Those accidents resulted in 3,994 fatalities and 236,895 injuries. Using accident cost estimates recommended by the Federal Highway Administration (18) yields an average annual cost of 2.0 billion dollars for motor-vehicle accidents in Kentucky for the period 1984 through 1988. The average cost of a motor-vehicle accident was approximately $13,890.

A listing of numbers of accidents reported by various police agencies is presented in APPENDIX G. For each agency listed, the numbers of accidents reported for 1984 through 1988 are listed. Averages per year for 1984 through 1987 are listed, as well as the percent change of the 1988 total from that average. Agencies are listed in descending order for the four-year average, and only those agencies having an average of 100 or more accidents per year

are listed. Those agencies account for approximately 91 percent of the total accidents reported in Kentucky. The highest number of accidents was reported by the Kentucky State Police, followed by the Louisville Police Department, the Jefferson County Police Department, and the Lexington-Fayette County Police Department.

Additional general statistics compiled by county for accidents involving pedestrians, bicycles, motorcycles, school buses, and trucks are included in Table 42. Numbers of accidents and average annual accidents per 10,000 population were included.

PEDESTRIAN ACCIDENTS

The number of pedestrian accidents decreased slightly in 1988 compared to the period 1984 through 1987. A summary of pedestrian accident statistics by county and population category is presented in Table 43. Numbers of accidents and annual accident rates per 10,000 population are included. From the listing of accident rates in descending order, the following counties had the highest rates in each population category: Carroll, Anderson, Montgomery, Henderson, and Kenton. A similar analysis was performed for pedestrian accidents by city and population category. Results are summarized in Table 44 and the following cities had the highest rates in their respective population categories: Louisville, Richmond, Florence, Monticello, and Irvine.

BICYCLE ACCIDENTS

Numbers and rates of motor-vehicle accidents involving bicycles by county are listed in Table 45. Counties were grouped by population category. The counties having the highest accident rate in each category are Carroll, Simpson, Shelby, Henderson, and Fayette. A similar summary was prepared for cities and the results are presented in Table 46. Cities having the highest rate of bicycle-related accidents in each population category are Louisville, Richmond, Shively, Elsmere, and Providence.

The number of bicycle accidents decreased in 1988 compared to the average of 1984 through 1987. This resulted from the higher number of accidents in 1986 and 1987.

MOTORCYCLE ACCIDENTS

County and city statistics for accidents involving motorcycles are presented in Tables 47 and 48, respectively. For each population category, counties having the highest rates for motorcycle accidents per 10,000 population were Carroll, Grant, Mercer, Boone, and McCracken (Table 47). From Table 48, those cities having the highest rates in each population category were Louisville, Paducah, Erlanger, Monticello, and Irvine.

The number of motorcycle accidents varied somewhat over the five-year period but there was a large decrease (26.8 percent) in 1988 compared to the 1984 to 1987 average.

SCHOOL BUS ACCIDENTS

School bus accident statistics were summarized for counties and cities and results are presented in Tables 49 and 50. Table 49 lists numbers and rates of school bus accidents by county and population category. Counties having the highest rates in each population category are Metcalfe, Jackson, Marion, Clark, and Fayette. A similar summary was prepared for cities by population categories, as shown in Table 50. Those cities having the highest rates in each population category are Lexington, Covington, Murray, Shelbyville, and Prestonsburg.

The trend analysis presented in Table 41 indicates there has been a general increasing trend in school bus accidents. The number of this type of accident in 1988 was 14.4 percent higher than for the 1984 through 1988 average.

TRUCK ACCIDENTS

Truck accidents included both single unit and combination trucks. A summary of those accidents by county is given in Table 51. Counties having the highest rates in each population category were Gallatin, Grant, Scott, Boone, and Madison. Those counties have at least one interstate highway within their borders.

The trend analysis shows a fluctuation in accidents, with higher numbers in 1984 and 1985 compared to 1986 through 1988. The number of truck accidents in 1988 represented a 17-percent decrease compared to the previous four-year average (Table 41).

VEHICLE DEFECTS

The requirement for an annual vehicle inspection was repealed in 1978. A summary of the involvement of vehicle defects in accidents before and after repeal of that law is presented in Table 52. The percent of accidents involving a vehicle defect was 5.86 percent before repeal of the vehicle inspection law. The percent increased to 7.09 in the first 19 months after repeal of the law and has averaged 7.2 percent for 1980 through 1988.

Applying the "before" percentage of accidents involving a vehicle defect (5.86 percent) to the 1984 through 1988 data provides an estimate of the increase in the number of "vehicle defect" related accidents that may be attributed to repeal of the vehicle inspection law. Applying that "before" percentage yielded 7,831 fewer accidents in the five-year period or an average of about 1,566 accidents per year. The average cost of an accident was about $13,890 using the accident cost estimates recommended by the Federal Highway Administration (18). Therefore, 1,566 additional accidents would result in approximately 21.8 million dollars per year in accident costs that could be partially attributed to repeal of the vehicle inspection law.

SUMMARY AND RECOMMENDATIONS

STATEWIDE ACCIDENT RATES

For the high-accident-location safety improvement program in Kentucky to be successful, procedures for identifying high-accident locations and

scheduling improvements should be used. A computer program has been developed to identify high-accident locations. Vital inputs into this program are average and critical accident numbers and rates for rural and urban highway classifications, as presented in this report.

COUNTY AND CITY ACCIDENT STATISTICS

The various types of accident rates calculated and included in this report were used in the analysis of various problem identification areas.

A program currently exists to provide funds for the purchase of appropriate signs to bring signing on city and county streets and roadways into compliance with the standards included in the Manual on Uniform Traffic Control Devices. A large number of cities have taken advantage of this program which was recently expanded to include counties. The following cities have critical accident rates (as shown in Table 18) but have not been included in this signing program. It is recommended that they be considered as candidates for participation in the program.

1. Richmond,
2. Shelbyville,
3. Versailles,
4. Harlan,
5. Prestonsburg,
6. Russell,
7. Shepherdsville,
8. Leitchfield,
9. Columbia,
10. Highland Heights, and
11. Scottsville.

ALCOHOL-RELATED ACCIDENTS

1. The number of alcohol-related accidents declined from 1984 to 1988. This may be related to increased enforcement and public information campaigns that have increased public awareness.

As part of the analysis, percentages of alcohol-related accidents were tabulated for counties and cities. In addition, alcohol conviction rates were tabulated by county. Those counties having high percentages of alcohol-related accidents and low average numbers of alcohol convictions per 1,000 licensed drivers were identified as potential locations where increased enforcement may be beneficial. Counties were also required to have 200 or more alcohol-related accidents during the five-year analysis period to be considered as potential counties for the increased alcohol-related enforcement program. Those counties are listed by State Police Post:

Post Number	County
1	Graves
2	Christian
3	Logan
4	Meade
5	Oldham
6	Kenton

7	Bourbon
8	Mason
9	Pike
10	Knox
11	Pulaski
12	Woodford
13	Perry
14	Carter
15	Marion
16	Daviess

2. An analysis was performed for cities similar to that for counties. However, alcohol conviction rates were not available for cities and consideration was given to conviction rates for counties within which a city was located. Again, the criterion of 200 or more alcohol-related accidents within a five-year period was applied. Candidate cities for a program of increased alcohol enforcement are:

1. Covington,
2. Paducah, and
3. Richmond.

OCCUPANT PROTECTION

1. The large potential for reduction in injury and accident costs associated with increased use of safety belts continues to warrant programs having the objective of increasing safety belt usage. Safety belt programs such as those described by the National Highway Traffic Safety Administration (NHTSA) have been conducted in several locations in the past and should continue, with the objectives of increasing awareness of risks of traffic accidents, increasing understanding of benefits of safety belt usage, and providing assistance to organizations willing to promote safety belt usage. This should be implemented on a statewide level. Counties that are candidates for more intensive promotion campaigns were identified in Table 29. A list of those counties, by State Police Post, follows

Post Number	County
1	Fulton
2	Caldwell
3	Logan
4	Larue
5	Carroll
6	Bracken
7	Estill
8	Fleming
9	Pike
10	Harlan
11	Clay
12	Anderson
13	Owsley
14	Boyd
15	Green
16	Union

2. Surveys of the use of child safety seats after implementation of the mandatory usage law which became effective in July 1982 have been conducted. Usage has increased, especially after the addition of a penalty provision in 1988 (19). Additional modifications to the current child safety seat law could be enacted to strengthen it further. Recommended modifications were listed in a previous report (20).

3. A mandatory seat belt usage law for all drivers would provide the greatest potential for increasing safety belt usage. Such laws have been enacted in several other states. Data summarized in this report could be used to document potential benefits of increased seat belt usage. A statewide mandatory seat belt law should be considered by the Kentucky General Assembly. In liew of a statewide law, individual cities should consider such a law.

4. To maintain up-to-date usage statistics and to determine the effect of new or modified laws or promotional campaigns, yearly observational surveys should be conducted.

5. The age at which a child may safely be placed in a safety belt rather than a child safety seat has not been determined. While accident statistics (Table 34) indicate the accident severities between child safety seats and safety belts are similar, a more detailed investigation is needed. An analysis should be conducted through use of a report supplement to be completed by investigating officers when a child in a restraint is involved in an accident.

6. More detailed information should be obtained for accidents in which a driver or passenger wearing a safety belt is either fatally or severely injured. A report supplement should be developed for use when an occupant wearing a safety belt receives a fatal or incapacitating injury. With increased safety belt usage, there is likely to be increased injuries and fatalities when a safety belt is used and it would be beneficial to document the circumstances involved.

SPEED-RELATED ACCIDENTS

1. Unsafe speed has been shown to be the primary contributing factor in fatal accidents and the fourth most frequent contributing factor in all accidents (13). Problems were identified for counties and cities by determining the percentages of speed-related accidents. In addition, speeding conviction rates were tabulated by county. Those counties having high percentages of speed-related accidents and low average number of speeding convictions per 1,000 licensed drivers were identified as possible locations for increased enforcement. Locations meeting the criteria for accidents and convictions also were required to have at least 200 speed-related accidents during the five-year study period. Following is a list of counties (tabulated by State Police Post) recommended for programs of increased speed enforcement (some posts had no counties listed while others had several):

Post Number	Counties
2	Todd
3	Allen, Edmonson
4	Meade
7	Jessamine, Lincoln, Madison

8	Lewis
9	Floyd, Magoffin, Pike
10	Bell, Harlan, Knox
11	Clay, Laurel, McCreary, Whitley
13	Breathitt, Knott, Leslie, Letcher, Perry
14	Carter

2. By analyzing speed-related accident rates for cities and applying the criterion of at least 200 accidents during the five-year period, the following cities were recommended for additional programs of speed enforcement:

1. Louisville,
2. Ashland,
3. Richmond,
4. Frankfort, and
5. Florence.

GENERAL ACCIDENT STATISTICS

Pedestrians

The accident rate analyses identified Richmond, Covington, and Louisville as cities having a high accident rate for pedestrian accidents as well as a large number of such accidents (Table 44). A study to determine factors contributing to this problem in those cities and recommendations for improved traffic control measures, increased police enforcement, or driver and pedestrian education programs are warranted.

Bicycles

Louisville, Richmond, and Covington also had a high percentage of this type of accident compared to other cities in the state (as with pedestrian accidents). A study of this type of accident could be included with the previously mentioned study of pedestrian accidents.

Vehicle Defects

The percentage of accidents involving vehicle defects has increased since repeal of the vehicle inspection law. It could be concluded that repeal of that law resulted in additional accidents involving vehicle defects, but a detailed study of defects involved should be conducted to verify such a conclusion. There is a need for such a study to determine whether the defects that have contributed to accidents since repeal of the vehicle inspection law were of the type that might have been detected under the previous inspection program. That study could also reveal types of inspections necessary to detect defects contributing to accidents.

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TABLE 1. COMPARISON OF 1984, 1985, 1986, 1987, and 1988 ACCIDENT RATES*

STATISTIC	1984	1985	1986	1987	1984-1987 AVERAGE	1988	PERCENT CHANGE***
Accidents	76,431	79,221	77,443	79,568	78,166	81,861	4.7
Mileage	24,865	24,905	24,905	24,999	24,919	25,012	0.4
Accidents per Mile	3.07	3.18	3.11	3.18	3.14	3.27	4.3
Vehicle Miles (Billion)	23.23	23.53	24.20	24.23	23.80	25.46	7.0
AADT	2,560	2,589	2,662	2,655	2,617	2,789	6.6
Accident Rate**	329	337	320	328	329	322	-2.1
Fatal Accident Rate**	2.45	2.29	2.43	2.70	2.47	2.33	-5.6
Injury Accident Rate**	91	92	90	97	92	95	2.4

* Data apply to streets and highways having known traffic volumes, route numbers, and mileposts.

** Accident rates are given in terms of accidents per 100 million vehicle-miles (ACC/100 MVM).

*** Percent change from 1984-1987 average to 1988.

TABLE 2. STATEWIDE RURAL ACCIDENT RATES BY HIGHWAY TYPE CLASSIFICATION (1984-1988)

HIGHWAY TYPE	TOTAL MILEAGE*	AADT	ACCIDENT RATES (ACCIDENTS PER 100 MVM) ALL	INJURY	FATAL
One-Lane	326	230	475	135	4.4
Two-Lane	21,302	1,250	304	105	4.1
Three-Lane	15	2,670	663	213	5.3
Four-Lane Divided (Non-Interstate or Parkway)	313	7,860	159	59	1.8
Four-Lane Undivided	54	8,990	388	116	3.4
Interstate	576	18,730	61	19	0.9
Parkway	533	4,260	83	23	1.5
All	23,119	1,850	224	76	3.0

* Average for the five years.

TABLE 3. STATEWIDE URBAN ACCIDENT RATES BY HIGHWAY TYPE CLASSIFICATION (1984-1988)

HIGHWAY TYPE	TOTAL MILEAGE*	AADT	ACCIDENT RATES (ACCIDENTS PER 100 MVM) ALL	INJURY	FATAL
Two-Lane	1,166	6,370	701	173	2.0
Three-Lane	11	9,470	599	157	2.6
Four-Lane Divided (Non-Interstate or Parkway)	276	19,380	535	129	1.5
Four-Lane Undivided	160	18,380	866	192	1.1
Interstate	159	44,910	165	38	0.9
Parkway	40	6,870	108	26	0.8
All	1,821 **	12,880	514	123	1.4

* Average for the five years.

** Includes small number of miles of one-,five-, and six-lane highways.

TABLE 4. COMPARISON OF 1984, 1985, 1986, 1987, AND 1988 ACCIDENT RATES BY RURAL AND URBAN HIGHWAY TYPE CLASSIFICATION

LOCATION	HIGHWAY TYPE	ACCIDENT RATE (ACC/100 MVM) 1984	1985	1986	1987	1984-1987 AVERAGE	1988	PERCENT CHANGE*
Rural	One-Lane	613	573	604	462	563	266	-52.8
	Two-Lane	306	304	291	313	304	307	1.2
	Three-Lane	782	813	882	643	780	415	-46.8
	Four-Lane Divided (Non-Interstate or Parkway)	175	170	154	158	164	147	-10.1
	Four-Lane Undivided	363	379	347	527	404	386	-4.5
	Interstate	66	64	51	60	60	62	2.2
	Parkway	86	89	72	80	82	87	6.1
	All	227	227	213	230	224	223	-0.5
Urban	Two-Lane	734	739	701	673	712	663	-6.8
	Three-Lane	494	466	474	779	553	725	31.1
	Four-Lane Divided (Non-Interstate or Parkway)	530	560	548	537	544	507	-6.8
	Four-Lane Undivided	831	847	831	885	849	967	13.9
	Interstate	159	174	165	159	164	170	3.4
	Parkway	110	97	88	116	103	130	26.3
	All	515	538	516	503	518	500	-3.4

* Percent change from 1984-1987 average to 1988.

TABLE 5. STATEWIDE ACCIDENT RATES FOR "SPOTS" BY HIGHWAY TYPE CLASSIFICATION (1984-1988)

RURAL OR URBAN	HIGHWAY TYPE	NUMBER OF ACCIDENTS	NUMBER OF SPOTS*	MILLION VEHICLES PER YEAR	ACCIDENTS PER MILLION VEHICLES PER SPOT
Rural	One-Lane	653	1,086	0.08	1.42
	Two-Lane	147,363	71,008	0.45	0.91
	Three-Lane	497	51	0.97	1.99
	Four-Lane Divided (Non-Interstate or Parkway)	7,148	1,043	2.87	0.48
	Four-Lane Undivided	3,422	179	3.28	1.16
	Interstate	11,902	1,920	6.84	0.18
	Parkway	3,432	1,776	1.56	0.25
	All Rural	174,417	77,064	0.67	0.67
Urban	Two-Lane	94,954	3,886	2.32	2.10
	Three-Lane	1,136	37	3.46	1.80
	Four-Lane Divided (Non-Interstate or Parkway)	52,245	921	7.07	1.60
	Four-Lane Undivided	46,353	532	6.71	2.60
	Interstate	21,593	531	16.39	0.50
	Parkway	537	132	2.51	0.32
	All Urban**	220,105	6,072	4.70	1.54

* Average for the five years. The length of a spot is defined to be 0.3 mile.
** Includes small number of miles of one-,five-, and six-lane highways.

TABLE 6. STATEWIDE AVERAGE AND CRITICAL NUMBERS OF ACCIDENTS FOR "SPOTS" AND ONE-MILE SECTIONS BY HIGHWAY TYPE CLASSIFICATION (1984-1988)*

RURAL OR URBAN	HIGHWAY TYPE	ACCIDENTS PER SPOT		ACCIDENTS PER ONE-MILE SECTION	
		AVERAGE	CRITICAL NUMBER	AVERAGE	CRITICAL NUMBER
Rural	One-Lane	0.60	3	2.00	6
	Two-Lane	2.08	6	6.92	14
	Three-Lane	9.68	18	32.28	47
	Four-Lane Divided (Non-Interstate or Parkway)	6.86	14	22.85	36
	Four-Lane Undivided	19.10	31	63.67	85
	Interstate	6.20	13	20.66	33
	Parkway	1.93	6	6.44	13
	All Rural	2.26	7	7.54	15
Urban	Two-Lane	24.43	38	81.45	105
	Three-Lane	31.08	46	103.59	130
	Four-Lane Divided (Non-Interstate or Parkway)	56.75	77	189.16	225
	Four-Lane Undivided	87.17	112	290.58	335
	Interstate	40.69	58	135.63	166
	Parkway	4.06	10	13.52	23
	All Urban**	36.25	52	120.84	150

* The length of a spot is defined to be 0.3 mile.
** Includes small number of miles of one-,five-, and six-lane highways.

TABLE 7. ACCIDENT RATES BY COUNTY FOR STATE-MAINTAINED SYSTEM AND ALL ROADS (1984-1988 DATA)

	STATE-MAINTAINED SYSTEM		ALL ROADS					
			TOTAL ACCIDENTS		FATAL ACCIDENTS		FATAL OR INJURY ACCIDENTS	
COUNTY	TOTAL ACCIDENTS	ACCIDENT RATE*	NUMBER	RATE*	NUMBER	RATE*	NUMBER	RATE*
Adair	1,477	317	2,248	389	16	2.77	494	85
Allen	1,070	279	2,633	533	21	4.25	726	147
Anderson	1,388	285	2,243	374	13	2.17	553	92
Ballard	846	234	1,061	243	15	3.44	358	82
Barren	3,779	263	6,610	386	45	2.63	1,679	98
Bath	887	213	1,325	271	11	2.25	374	76
Bell	3,174	330	4,863	423	34	2.96	1,278	111
Boone	9,122	335	15,640	496	66	2.09	3,532	112
Bourbon	2,485	400	4,013	521	26	3.38	965	125
Boyd	5,371	369	11,731	628	28	1,50	2,354	126
Boyle	2,927	405	5,248	568	25	2.70	1,171	127
Bracken	568	324	880	383	7	3.05	195	85
Breathitt	1,391	229	2,053	292	17	2.42	703	100
Breckinridge	1,340	283	1,850	303	21	3.44	578	95
Bullit	4,213	248	6,428	310	48	2.31	1,868	90
Butler	1,186	270	1,679	318	22	4.17	474	90
Caldwell	1,431	224	2,252	299	13	1.72	556	74
Calloway	2,912	407	5,194	552	34	3.61	1,463	155
Campbell	8,865	446	16,831	657	45	1.76	3,519	137
Carlisle	276	123	327	119	6	2.19	148	54
Carrol	1,338	218	2,214	321	21	3.05	577	84
Carter	1,889	192	2,982	258	22	1.90	818	71
Casey	423	113	554	115	20	4.17	258	54
Christian	6,966	298	11,393	419	59	2.17	2,449	90
Clark	3,450	278	6,429	435	37	2.50	1,509	102
Clay	1,736	292	2,546	350	31	4.26	695	96
Clinton	913	343	1,258	378	20	6.01	300	90
Crittenden	859	215	1,287	272	13	2.75	370	78
Cumberland	351	144	577	194	12	4.04	123	41
Daviess	9,368	488	20,107	766	56	2.13	4,448	169
Edmonson	812	239	1,202	287	17	4.06	389	93
Elliot	267	183	346	186	6	3.23	166	89
Estill	1,197	388	1,802	425	23	5.42	461	109
Fayette	27,435	423	61,435	757	156	1,92	11,759	145
Fleming	1,032	312	1,685	384	13	2.96	472	108
Floyd	4,550	297	6,350	349	47	2.58	2,113	116
Franklin	5,610	386	9,891	545	25	1.38	1,870	103
Fulton	635	192	1,360	346	9	2,29	304	77
Gallatin	690	114	879	133	8	1.21	308	47
Garrard	864	246	1,310	300	14	3.20	318	73
Grant	2,379	183	3,292	231	26	1.83	971	68
Graves	3,692	329	5,859	418	34	2.43	1,402	100
Grayson	2,149	313	3,314	385	27	3.14	851	99
Green	843	287	1,277	340	4	1.07	344	92
Greenup	2,609	271	4,848	387	32	2.55	1,242	99
Hancock	510	222	782	264	6	2.03	257	87
Hardin	9,787	303	15,556	403	78	2.02	3,336	86
Harlan	3,594	301	5,390	376	36	2.51	1,458	102
Harrison	1,446	428	2,788	603	18	3.90	621	134
Hart	1,283	110	1,748	137	24	1.88	534	42
Henderson	5,440	308	10,935	517	33	1.56	2,472	117
Henry	1,468	217	2,203	280	17	2.16	521	66
Hickman	412	161	526	168	6	1.92	177	57
Hopkins	5,560	296	9,872	439	48	2,14	2,169	97
Jackson	622	247	923	283	19	5.83	264	81
Jefferson	80,770	489	165,642	775	347	1.62	31,994	150
Jessamine	2,811	438	5,182	594	35	4,01	1,241	142
Johnson	2,030	292	3,099	362	25	2,92	857	100
Kenton	17,857	502	33,431	742	77	1.71	7,033	156
Knott	1,156	227	1,511	248	24	3.94	563	92
Knox	2,432	276	4,032	385	29	2.77	1,100	105
Larue	1,159	228	1,659	268	16	2.58	436	70
Laurel	4,610	241	7,062	321	46	2,09	1,595	72
Lawrence	1,029	191	1,552	247	23	3.66	498	79
Lee	458	290	727	346	14	6.66	158	75
Leslie	728	177	942	195	20	4.14	407	84
Letcher	1,717	225	2,578	272	27	2.85	748	79

TABLE 7. ACCIDENT RATES BY COUNTY FOR STATE-MAINTAINED SYSTEM AND ALL ROADS (1984-1988 DATA)(continued)

	STATE-MAINTAINED SYSTEM		ALL ROADS					
			TOTAL ACCIDENTS		FATAL ACCIDENTS		FATAL OR INJURY ACCIDENTS	
COUNTY	TOTAL ACCIDENTS	ACCIDENT RATE*	NUMBER	RATE*	NUMBER	RATE*	NUMBER	RATE*
Lewis	985	350	1,478	396	17	4.56	471	126
Lincoln	1,587	230	2,216	268	20	2.42	620	75
Livingston	818	185	1,061	205	9	1.74	375	72
Logan	2,508	324	4,033	417	30	3.10	1,017	105
Lyon	432	67	601	87	8	1.16	183	27
McCracken	8,546	421	15,604	610	63	2.46	3,644	143
McCreary	756	200	1,045	222	16	3.41	333	71
McLean	822	262	1,072	265	16	3.96	350	87
Madison	6,922	288	13,139	474	72	2.60	2,492	90
Magoffin	1,077	300	1,338	309	27	6.23	529	122
Marion	1,752	455	2,901	572	20	3.95	624	123
Marshall	2,826	188	3,799	220	39	2.26	1,188	69
Martin	787	317	996	298	10	2.99	351	105
Mason	2,737	488	4,325	623	25	3.60	791	114
Meade	2,078	333	2,830	365	26	3.35	896	116
Menifee	275	221	376	232	13	8.02	161	99
Mercer	1,868	331	3,522	493	15	2.10	890	125
Metcalfe	621	232	914	269	9	2.65	286	84
Monroe	601	211	903	246	18	4.90	270	73
Montgomery	2,371	334	3,979	456	26	2.98	952	109
Morgan	589	208	766	210	13	3.56	377	103
Muhlenberg	3,319	311	5,111	389	29	2.21	1,351	103
Nelson	3,434	350	5,306	438	41	3.38	1,389	115
Nicholas	284	155	451	191	16	6.77	124	52
Ohio	2,084	229	2,889	266	34	3.13	900	83
Oldham	2,860	318	4,381	383	24	2.10	1,242	109
Owen	821	393	1,098	357	9	2.93	372	121
Owsley	293	283	424	301	11	7.81	137	97
Pendleton	977	410	1,613	506	16	5.01	425	133
Perry	3,382	334	5,477	446	52	4.23	1,471	120
Pike	7,317	354	11,103	424	70	2.68	3,451	132
Powell	888	188	1,320	242	20	3.66	428	78
Pulasky	5,223	331	8,122	412	57	2.89	1,843	94
Robertson	77	144	100	143	2	2.86	39	56
Rockcastle	1,559	123	2,077	152	25	1.83	583	43
Rowan	2,364	346	3,947	491	13	1.62	962	120
Russell	938	251	1,439	293	17	3.46	377	77
Scott	3,071	183	5,047	272	27	1.46	1,166	63
Shelby	3,333	252	4,888	321	34	2.23	1,075	71
Simpson	1,928	212	3,150	296	21	1.97	822	77
Spencer	423	270	586	277	8	3.78	197	93
Taylor	1,891	373	3,629	538	14	2.08	665	99
Todd	802	232	1,070	249	18	4.19	320	75
Trigg	1,223	226	1,810	289	20	3.20	493	79
Trimble	556	293	699	294	12	5.05	226	95
Union	1,545	265	2,492	351	20	2.82	658	93
Warren	9,421	313	21,067	588	76	2.12	4,430	124
Washington	797	217	1,229	272	16	3.53	267	59
Wayne	940	244	2,053	401	16	3.13	425	83
Webster	1,425	248	2,090	299	23	3.29	585	84
Whitley	3,270	143	5,128	202	50	1.97	1,323	52
Wolfe	757	133	1,018	165	15	2.44	369	60
Woodford	2,718	281	4,236	379	34	3.04	943	84

* Accidents per 100 million vehicle miles (ACC/100 MVM).

TABLE 8. COUNTY POPULATIONS (1980 CENSUS) IN DESCENDING ORDER

COUNTY	POPULATION	COUNTY	POPULATION	COUNTY	POPULATION
Jefferson	684,793	Shelby	23,328	Monroe	12,353
Fayette	204,165	Meade	22,854	Fleming	12,323
Kenton	137,058	Clay	22,752	Morgan	12,103
Hardin	88,917	Scott	21,813	Jackson	11,996
Daviess	85,949	Ohio	21,765	Larue	11,983
Campbell	83,317	Taylor	21,178	Todd	11,874
Pike	81,123	Grayson	20,854	Powell	11,101
Warren	71,828	Montgomery	20,046	Butler	11,064
Christian	66,878	Bourbon	19,405	Green	11,043
McCracken	61,310	Lincoln	19,053	Pendleton	10,989
Boyd	55,513	Rowan	19,049	Garrard	10,853
Madison	53,352	Mercer	19,011	Washington	10,764
Floyd	48,764	Knott	17,940	McLean	10,090
Hopkins	46,174	Marion	17,910	Bath	10,025
Boone	45,842	Union	17,821	Edmonson	9,962
Pulaski	45,803	Woodford	17,778	Metcalfe	9,484
Bullitt	43,346	Mason	17,760	Trigg	9,384
Harlan	41,889	Wayne	17,022	Clinton	9,321
Franklin	41,830	Breathitt	17,004	Carroll	9,270
Henderson	40,849	Breckinridge	16,861	Livingston	9,219
Greenup	39,132	McCreary	15,634	Crittenden	9,207
Laurel	38,982	Hart	15,402	Fulton	8,971
Bell	34,330	Adair	15,233	Owen	8,924
Graves	34,049	Harrison	15,166	Ballard	8,798
Barren	34,009	Leslie	14,882	Lee	7,754
Perry	33,763	Webster	14,832	Hancock	7,742
Whitley	33,396	Casey	14,818	Bracken	7,738
Muhlenberg	32,238	Simpson	14,673	Cumberland	7,289
Letcher	30,687	Lewis	14,545	Nicholas	7,157
Knox	30,239	Estill	14,495	Elliott	6,908
Calloway	30,031	Allen	14,128	Wolfe	6,698
Clark	28,322	Lawrence	14,121	Lyon	6,490
Oldham	28,094	Rockcastle	13,973	Trimble	6,253
Nelson	27,584	Martin	13,925	Hickman	6,065
Jessamine	26,653	Russell	13,708	Spencer	5,929
Marshall	25,637	Magoffin	13,515	Owsley	5,709
Boyle	25,066	Caldwell	13,473	Carlisle	5,487
Carter	25,060	Grant	13,308	Menifee	5,117
Johnson	24,432	Henry	12,740	Gallatin	4,842
Logan	24,138	Anderson	12,567	Robertson	2,270

TABLE 9. AVERAGE AND CRITICAL ACCIDENT RATES BY COUNTY POPULATION CATEGORY
(1984-1988 DATA)

POPULATION CATEGORY	NUMBER OF COUNTIES IN CATEGORY	TOTAL POPULATION	TOTAL MILEAGE DRIVEN (100 MVM)
UNDER 10,000	26	191,988	93.598
10,000 - 14,999	30	382,264	169.373
15,000 - 24,999	26	501,209	215.558
25,000 - 50,000	26	911,769	408.844
OVER 50,000	12	1,674,203	591.535

POPULATION CATEGORY	TOTAL NUMBER OF ACCIDENTS	ACCIDENTS PER 100 MVM	CRITICAL ACCIDENT RATE (ACC/100 MVM)	NUMBER OF COUNTIES AT OR ABOVE CRITICAL RATE
UNDER 10,000	22,564	241	289	9
10,000 - 14,999	47,872	283	324	7
15,000 - 24,999	79,202	367	406	9
25,000 - 50,000	162,717	398	427	10
OVER 50,000	397,039	671	693	4

POPULATION CATEGORY	TOTAL NUMBER OF FATAL ACCIDENTS	FATAL ACCIDENTS PER 100 MVM	CRITICAL ACCIDENT RATE (ACC/100 MVM)	NUMBER OF COUNTIES AT OR ABOVE CRITICAL RATE
UNDER 10,000	292	3.12	9.18	0
10,000 - 14,999	532	3.14	7.88	0
15,000 - 24,999	599	2.78	6.42	0
25,000 - 50,000	995	2.43	4.86	0
OVER 50,000	1,127	1.91	3.09	0

POPULATION CATEGORY	TOTAL NUMBER OF FATAL OR INJURY ACCIDENTS	FATAL OR INJURY ACCIDENTS PER 100 MVM	CRITICAL FATAL OR INJURY ACCIDENT RATE (ACC/100 MVM)	NUMBER OF COUNTIES AT OR ABOVE CRITICAL RATE
UNDER 10,000	6,792	72.6	99.1	2
10,000 - 14,999	13,788	81.4	103.7	7
15,000 - 24,999	19,778	91.8	111.2	7
25,000 - 50,000	40,535	99.1	113.8	7
OVER 50,000	80,909	136.8	146.4	3

TABLE 10. ACCIDENT RATES BY COUNTY AND POPULATION CATEGORY (IN DESCENDING ORDER WITH CRITICAL RATES IDENTIFIED)(1984-1988 DATA)(ALL ROADS)

COUNTY	NUMBER OF ACCIDENTS	ACCIDENT RATE (ACCIDENTS PER 100 MVM)	
POPULATION CATEGORY UNDER 10,000			
Bracken	880	383	*
Clinton	1,258	378	*
Owen	1,098	357	*
Lee	727	346	*
Fulton	1,360	346	*
Carroll	2,214	321	*
Owsley	424	301	*
Trimble	699	294	*
Trigg	1,810	289	*
Edmonson	1,202	287	
Spencer	586	277	
Crittenden	1,287	272	
Metcalfe	914	269	
Hancock	782	264	
Ballard	1,061	243	
Menifee	376	232	
Livingston	1,061	205	
Cumberland	577	194	
Nicholas	451	191	
Elliott	346	186	
Hickman	526	168	
Wolfe	1,018	165	
Robertson	100	143	
Gallatin	879	133	
Carlisle	327	119	
Lyon	601	87	
POPULATION CATEGORY 10,000-14,999			
Allen	2,633	533	*
Pendleton	1,613	506	*
Estill	1,802	425	*
Lewis	1,478	396	*
Fleming	1,685	384	*
Anderson	2,243	374	*
Green	1,277	340	*
Butler	1,679	318	
Magoffin	1,338	309	
Garrard	1,310	300	
Webster	2,090	299	
Caldwell	2,252	299	
Martin	996	298	
Simpson	3,150	296	
Russell	1,439	293	
Jackson	923	283	
Henry	2,203	280	
Washington	1,229	272	
Bath	1,325	271	
Larue	1,659	268	
McLean	1,072	265	
Todd	1,070	249	
Lawrence	1,552	247	
Monroe	903	246	
Powell	1,320	242	
Grant	3,292	231	
Morgan	766	210	
Leslie	942	195	
Rockcastle	2,077	152	
Casey	554	115	
POPULATION CATEGORY 15,000-24,999			
Mason	4,325	623	*
Harrison	2,788	603	*
Marion	2,901	572	*
Taylor	3,629	538	*
Bourbon	4,013	521	*
Mercer	3,522	493	*
Rowan	3,947	491	*
Montgomery	3,979	456	*
Logan	4,033	417	*
Wayne	2,053	401	
Adair	2,248	389	
Grayson	3,314	385	
Woodford	4,236	379	
Meade	2,830	365	
Johnson	3,099	362	
Union	2,492	351	
Clay	2,546	350	
Shelby	4,888	321	
Breckinridge	1,850	303	
Breathitt	2,053	292	
Scott	5,047	272	
Lincoln	2,216	268	
Ohio	2,889	266	
Knott	1,511	248	
McCreary	1,045	222	
Hart	1,748	137	
POPULATION CATEGORY 25,000-50,000			
Jessamine	5,182	594	*
Boyle	5,248	568	*
Calloway	5,194	552	*
Franklin	9,891	545	*
Henderson	10,935	517	*
Boone	15,640	496	*
Perry	5,477	446	*
Hopkins	9,872	439	*
Nelson	5,306	438	*
Clark	6,429	435	*
Bell	4,863	423	
Graves	5,859	418	
Pulaski	8,122	412	
Muhlenberg	5,111	389	
Greenup	4,848	387	
Barren	6,610	386	
Knox	4,032	385	
Oldham	4,381	383	
Harlan	5,390	376	
Floyd	6,350	349	
Laurel	7,062	321	
Bullitt	6,428	310	
Letcher	2,578	272	
Carter	2,982	258	
Marshall	3,799	220	
Whitley	5,128	202	
POPULATION CATEGORY OVER 50,000			
Jefferson	165,642	775	*
Daviess	20,107	766	*
Fayette	61,435	757	*
Kenton	33,431	742	*
Campbell	16,831	657	
Boyd	11,731	628	
McCracken	15,604	610	
Warren	21,067	588	
Madison	13,139	474	
Pike	11,103	424	
Christian	11,393	419	
Hardin	15,556	403	

* Critical accident rate.

TABLE 11. ACCIDENT RATES BY COUNTY AND POPULATION CATEGORY (IN DESCENDING ORDER WITH CRITICAL RATES IDENTIFIED)(1984-1988 DATA)(STATE-MAINTAINED SYSTEM)

COUNTY	NUMBER OF ACCIDENTS	ACCIDENT RATE (ACCIDENTS PER 100 MVM)	
POPULATION CATEGORY UNDER 10,000			
Owen	821	393	*
Clinton	913	343	*
Bracken	568	324	*
Trimble	556	293	*
Lee	458	290	*
Owsley	293	283	*
Spencer	423	270	*
Edmonson	812	239	
Ballard	846	234	
Metcalfe	621	232	
Trigg	1,223	226	
Hancock	510	222	
Menifee	275	221	
Carroll	1,338	218	
Crittenden	859	215	
Fulton	635	192	
Livingston	818	185	
Elliott	267	183	
Hickman	412	161	
Nicholas	284	155	
Robertson	77	144	
Cumberland	351	144	
Wolfe	757	133	
Carlisle	276	123	
Gallatin	690	114	
Lyon	432	67	
POPULATION CATEGORY 10,000-14,999			
Pendleton	977	410	*
Estill	1,197	388	*
Lewis	985	350	*
Martin	787	317	*
Fleming	1,032	312	*
Magoffin	1,077	300	*
Green	843	287	*
Anderson	1,388	285	*
Allen	1,070	279	*
Butler	1,186	270	*
McLean	822	262	
Russell	938	251	
Webster	1,425	248	
Jackson	622	247	
Garrard	864	246	
Todd	802	232	
Larue	1,159	228	
Caldwell	1,431	224	
Henry	1,468	217	
Washington	797	217	
Bath	887	213	
Simpson	1,928	212	
Monroe	601	211	
Morgan	589	208	
Lawrence	1,029	191	
Powell	888	188	
Grant	2,379	183	
Leslie	728	177	
Rockcastle	1,559	123	
Casey	423	113	
POPULATION CATEGORY 15,000-24,999			
Mason	2,737	488	*
Marion	1,752	455	*
Harrison	1,446	428	*
Bourbon	2,485	400	*
Taylor	1,891	373	*
Rowan	2,364	346	*
Montgomery	2,371	334	*
Meade	2,078	333	*
Mercer	1,868	331	*
Logan	2,508	324	*
Adair	1,477	317	
Grayson	2,149	313	
Johnson	2,030	292	
Clay	1,736	292	
Breckinridge	1,340	283	
Woodford	2,718	281	
Union	1,545	265	
Shelby	3,333	252	
Wayne	940	244	
Lincoln	1,587	230	
Breathitt	1,391	229	
Ohio	2,084	229	
Knott	1,156	227	
McCreary	756	200	
Scott	3,071	183	
Hart	1,283	110	
POPULATION CATEGORY 25,000-50,000			
Jessamine	2,811	438	*
Calloway	2,912	407	*
Boyle	2,927	405	*
Franklin	5,610	386	*
Nelson	3,434	350	*
Boone	9,122	335	*
Perry	3,382	334	*
Pulaski	5,223	331	*
Bell	3,174	330	*
Graves	3,692	329	*
Oldham	2,860	318	*
Muhlenberg	3,319	311	
Henderson	5,440	308	
Harlan	3,594	301	
Floyd	4,550	297	
Hopkins	5,560	296	
Clark	3,450	278	
Knox	2,432	276	
Greenup	2,609	271	
Barren	3,779	263	
Bullitt	4,213	248	
Laurel	4,610	241	
Letcher	1,717	225	
Carter	1,889	192	
Marshall	2,826	188	
Whitley	3,270	143	
POPULATION CATEGORY OVER 50,000			
Kenton	17,857	502	*
Jefferson	80,770	489	*
Daviess	9,368	488	*
Campbell	8,865	446	*
Fayette	27,435	423	
McCracken	8,546	421	
Boyd	5,371	369	
Pike	7,317	354	
Warren	9,421	313	
Hardin	9,787	303	
Christian	6,966	298	
Madison	6,922	288	

* Critical accident rate.

TABLE 12. INJURY OR FATAL ACCIDENT RATES BY COUNTY AND POPULATION CATEGORY (IN DESCENDING ORDER WITH CRITICAL RATES IDENTIFIED)(1984-1988 DATA)(ALL ROADS)

COUNTY	NUMBER OF ACCIDENTS	ACCIDENT RATE (ACCIDENTS PER 100 MVM)	
POPULATION CATEGORY UNDER 10,000			
Owen	372	121	*
Menifee	161	99	*
Owsley	137	97	
Trimble	226	95	
Spencer	197	93	
Edmonson	389	93	
Clinton	300	90	
Elliott	166	89	
Hancock	257	87	
Bracken	195	85	
Metcalfe	286	84	
Carroll	577	84	
Ballard	358	82	
Trigg	493	79	
Crittenden	370	78	
Fulton	304	77	
Lee	158	75	
Livingston	375	72	
Wolfe	369	60	
Hickman	177	57	
Robertson	39	56	
Carlisle	148	54	
Nicholas	124	52	
Gallatin	308	47	
Cumberland	123	41	
Lyon	183	27	
POPULATION CATEGORY 10,000-14,999			
Allen	726	147	*
Pendleton	425	133	*
Lewis	471	126	*
Magoffin	529	122	*
Estill	461	109	*
Fleming	472	108	*
Martin	351	105	*
Morgan	377	103	
Anderson	553	92	
Green	344	92	
Butler	474	90	
McLean	350	87	
Leslie	407	84	
Webster	585	84	
Jackson	264	81	
Lawrence	498	79	
Powell	428	78	
Simpson	822	77	
Russell	377	77	
Bath	374	76	
Todd	320	75	
Caldwell	556	74	
Monroe	270	73	
Garrard	318	73	
Larue	436	70	
Grant	971	68	
Henry	521	66	
Washington	267	59	
Casey	258	54	
Rockcastle	583	43	
POPULATION CATEGORY 15,000-24,999			
Harrison	621	134	*
Bourbon	965	125	*
Mercer	890	125	*
Marion	624	123	*
Rowan	962	120	*
Meade	896	116	*
Mason	791	114	*
Montgomery	952	109	
Logan	1,017	105	
Johnson	857	100	
Breathitt	703	100	
Grayson	851	99	
Taylor	665	99	
Clay	695	96	
Breckinridge	578	95	
Union	658	93	
Knott	563	92	
Adair	494	85	
Woodford	943	84	
Wayne	425	83	
Ohio	900	83	
Lincoln	620	75	
McCreary	333	71	
Shelby	1,075	71	
Scott	1,166	63	
Hart	534	42	
POPULATION CATEGORY 25,000-50,000			
Calloway	1,463	155	*
Jessamine	1,241	142	*
Boyle	1,171	127	*
Perry	1,471	120	*
Henderson	2,472	117	*
Floyd	2,113	116	*
Nelson	1,389	115	*
Boone	3,532	112	
Bell	1,278	111	
Oldham	1,242	109	
Knox	1,100	105	
Franklin	1,870	103	
Muhlenberg	1,351	103	
Clark	1,509	102	
Harlan	1,458	102	
Graves	1,402	100	
Greenup	1,242	99	
Barren	1,679	98	
Hopkins	2,169	97	
Pulaski	1,843	94	
Bullitt	1,868	90	
Letcher	748	79	
Laurel	1,595	72	
Carter	818	71	
Marshall	1,188	69	
Whitley	1,323	52	
POPULATION CATEGORY OVER 50,000			
Daviess	4,448	169	*
Kenton	7,033	156	*
Jefferson	31,994	150	*
Fayette	11,759	145	
McCracken	3,644	143	
Campbell	3,519	137	
Pike	3,451	132	
Boyd	2,354	126	
Warren	4,430	124	
Christian	2,449	90	
Madison	2,492	90	
Hardin	3,336	86	

* Critical accident rate.

TABLE 13. FATAL ACCIDENT RATES BY COUNTY AND POPULATION CATEGORY (IN DESCENDING ORDER WITH CRITICAL RATES IDENTIFIED)(1984-1988 DATA)(ALL ROADS)

COUNTY	NUMBER OF ACCIDENTS	ACCIDENT RATE (ACCIDENTS PER 100 MVM)
POPULATION CATEGORY UNDER 10,000		
Menifee	13	8.02
Owsley	11	7.81
Nicholas	16	6.77
Lee	14	6.66
Clinton	20	6.01
Trimble	12	5.05
Edmonson	17	4.06
Cumberland	12	4.04
Spencer	8	3.78
Ballard	15	3.44
Elliott	6	3.23
Trigg	20	3.20
Bracken	7	3.05
Carroll	21	3.05
Owen	9	2.93
Robertson	2	2.86
Crittenden	13	2.75
Metcalfe	9	2.65
Wolfe	15	2.44
Fulton	9	2.29
Carlisle	6	2.19
Hancock	6	2.03
Hickman	6	1.92
Livingston	9	1.74
Gallatin	8	1.21
Lyon	8	1.16
POPULATION CATEGORY 10,000-14,999		
Magoffin	27	6.23
Jackson	19	5.83
Estill	23	5.42
Pendleton	16	5.01
Monroe	18	4.90
Lewis	17	4.56
Allen	21	4.25
Todd	18	4.19
Butler	22	4.17
Casey	20	4.17
Leslie	20	4.14
McLean	16	3.96
Powell	20	3.66
Lawrence	23	3.66
Morgan	13	3.56
Washington	16	3.53
Russell	17	3.46
Webster	23	3.29
Garrard	14	3.20
Martin	10	2.99
Fleming	13	2.96
Larue	16	2.58
Bath	11	2.25
Anderson	13	2.17
Henry	17	2.16
Simpson	21	1.97
Rockcastle	25	1.83
Grant	26	1.83
Caldwell	13	1.72
Green	4	1.07
POPULATION CATEGORY 15,000-24,999		
Clay	31	4.26
Marion	20	3.95
Knott	24	3.94
Harrison	18	3.90
Mason	25	3.60
Breckinridge	21	3.44
McCreary	16	3.41
Bourbon	26	3.38
Meade	26	3.35
Grayson	27	3.14
Wayne	16	3.13
Ohio	34	3.13
Logan	30	3.10
Woodford	34	3.04
Montgomery	26	2.98
Johnson	25	2.92
Union	20	2.82
Adair	16	2.77
Lincoln	20	2.42
Breathitt	17	2.42
Shelby	34	2.23
Mercer	15	2.10
Taylor	14	2.08
Hart	24	1.88
Rowan	13	1.62
Scott	27	1.46
POPULATION CATEGORY 25,000-50,000		
Perry	52	4.23
Jessamine	35	4.01
Calloway	34	3.61
Nelson	41	3.38
Bell	34	2.96
Pulaski	57	2.89
Letcher	27	2.85
Knox	29	2.77
Boyle	25	2.70
Barren	45	2.63
Floyd	47	2.58
Greenup	32	2.55
Harlan	36	2.51
Clark	37	2.50
Graves	34	2.43
Bullitt	48	2.31
Marshall	39	2.26
Muhlenberg	29	2.21
Hopkins	48	2.14
Oldham	24	2.10
Boone	66	2.09
Laurel	46	2.09
Whitley	50	1.97
Carter	22	1.90
Henderson	33	1.56
Franklin	25	1.38
POPULATION CATEGORY OVER 50,000		
Pike	70	2.68
Madison	72	2.60
McCracken	63	2.46
Christian	59	2.17
Daviess	56	2.13
Warren	76	2.12
Hardin	78	2.02
Fayette	156	1.92
Campbell	45	1.76
Kenton	77	1.71
Jefferson	347	1.62
Boyd	28	1.50

TABLE 14. MISCELLANEOUS ACCIDENT DATA FOR EACH COUNTY

COUNTY	NUMBER OF ACCIDENTS BY YEAR					1984-1987 AVERAGE	1988 PERCENT CHANGE*	PERCENT OF ACCIDENTS INVOLVING ALCOHOL	PERCENT OF ACCIDENTS INVOLVING DRUGS	PERCENT FATAL ACCIDENTS	PERCENT INJURY OR FATAL ACCIDENTS	PERCENT OF DRIVERS USING SAFETY BELTS	PERCENT OF ACCIDENTS INVOLVING SPEEDING
	1984	1985	1986	1987	1988								
Adair	381	469	435	465	498	438	13.8	6.8	0.1	0.71	22.0	7.3	6.9
Allen	464	537	582	539	511	531	-3.7	6.3	0.5	0.80	27.6	10.5	9.8
Anderson	419	424	440	468	492	438	12.4	5.6	0.0	0.58	24.7	15.7	10.1
Ballard	209	200	217	217	218	211	3.4	7.3	0.2	1.41	33.7	21.3	14.9
Barren	1,292	1,339	1,298	1,337	1,344	1,317	2.1	3.6	0.2	0.68	25.4	11.2	3.7
Bath	239	240	230	289	327	250	31.1	6.9	0.3	0.83	28.2	10.4	13.0
Bell	888	912	1,017	1,013	1,033	958	7.9	6.4	0.7	0.70	26.3	19.1	10.4
Boone	2,868	3,027	3,216	3,232	3,297	3,086	6.8	5.9	0.3	0.42	22.6	27.6	9.2
Bourbon	774	836	789	810	804	802	0.2	7.5	0.4	0.65	24.0	13.4	12.4
Boyd	2,220	2,477	2,308	2,302	2,424	2,327	4.2	4.3	0.3	0.24	20.1	15.5	6.4
Boyle	992	1,041	1,000	1,092	1,123	1,031	8.9	3.9	0.1	0.48	22.3	11.1	6.6
Bracken	139	169	181	199	192	172	11.6	6.5	0.1	0.80	22.2	12.7	10.0
Breathitt	364	438	409	432	410	411	-0.2	7.5	0.3	0.83	34.2	10.3	11.6
Breckinridge	349	394	354	396	357	373	-4.4	4.1	0.0	1.14	31.2	11.6	7.6
Bullitt	1,284	1,366	1,305	1,268	1,205	1,306	-7.7	5.4	0.2	0.75	29.1	16.1	8.7
Butler	310	294	345	361	369	328	12.7	4.3	0.2	1.31	28.2	10.0	6.9
Caldwell	442	468	427	462	453	450	0.7	8.3	0.4	0.58	24.7	8.9	8.1
Calloway	982	1,012	1,022	1,050	1,128	1,017	11.0	5.1	0.3	0.65	28.2	7.8	8.0
Campbell	3,493	3,465	3,423	3,195	3,255	3,394	-4.1	5.4	0.3	0.27	20.9	23.4	5.8
Carlisle	66	70	57	77	57	68	-15.6	9.5	0.3	1.83	45.3	15.9	14.1
Carroll	470	431	426	465	422	448	-5.8	8.1	0.1	0.95	26.1	15.5	11.3
Carter	553	600	483	673	673	577	16.6	7.4	0.1	0.74	27.4	6.8	13.1
Casey	110	103	83	115	143	103	39.2	13.0	0.7	3.61	46.6	10.1	21.5
Christian	2,170	2,412	2,265	2,251	2,295	2,275	0.9	6.8	0.2	0.52	21.5	19.2	9.1
Clark	1,328	1,302	1,194	1,284	1,321	1,277	3.4	5.8	0.3	0.58	23.5	14.8	8.9
Clay	549	494	457	517	529	504	4.9	8.4	1.8	1.22	27.3	7.2	14.0
Clinton	248	257	251	249	253	251	0.7	6.4	0.4	1.59	23.8	4.9	5.6
Crittenden	235	222	268	257	305	246	24.2	6.1	0.5	1.01	28.7	6.2	5.8
Cumberland	119	117	131	97	113	116	-2.6	7.1	0.3	2.08	21.3	5.1	7.3
Daviess	4,212	4,193	4,091	3,565	4,046	4,015	0.8	5.0	0.3	0.28	22.1	11.7	4.6
Edmonson	227	225	235	262	253	237	6.6	6.2	0.1	1.41	32.4	10.8	17.1
Elliott	36	50	50	85	125	55	126.2	12.4	0.3	1.73	48.0	12.0	13.9
Estill	324	369	348	354	407	349	16.7	5.7	0.1	1.28	25.6	4.3	6.7
Fayette	11,622	12,276	12,087	12,364	13,086	12,087	8.3	5.3	0.2	0.25	19.1	33.5	3.8
Fleming	356	318	305	343	363	331	9.8	5.2	0.2	0.77	28.0	8.2	8.8
Floyd	1,288	1,257	1,150	1,280	1,375	1,244	10.6	7.8	0.3	0.74	33.3	16.8	16.1
Franklin	1,829	2,003	1,922	2,081	2,056	1,959	5.0	5.9	0.2	0.25	18.9	19.8	10.0
Fulton	250	207	199	359	345	254	36.0	6.8	0.1	0.66	22.4	9.3	5.8
Gallatin	181	150	152	182	214	166	28.7	8.5	0.1	0.91	35.0	20.9	19.3
Garrard	257	259	254	287	253	264	-4.3	5.5	0.2	1.07	24.3	12.6	17.2
Grant	641	672	635	625	719	643	11.8	6.4	0.2	0.79	29.5	27.5	16.5
Graves	1,094	1,124	1,203	1,245	1,193	1,167	2.3	5.3	0.2	0.58	23.9	8.5	7.5
Grayson	670	641	698	638	667	662	0.8	4.8	0.1	0.81	25.7	9.8	4.8
Green	232	249	252	251	293	246	19.1	3.3	0.2	0.31	26.9	5.0	4.1
Greenup	926	995	975	961	991	964	2.8	5.4	0.1	0.66	25.6	17.2	7.2
Hancock	142	128	150	189	173	152	13.6	5.9	0.0	0.77	32.9	16.9	5.6
Hardin	3,138	2,934	3,103	2,982	3,399	3,039	11.8	5.1	0.1	0.50	21.4	21.8	8.4
Harlan	1,124	1,157	1,091	1,056	962	1,107	-13.1	7.7	0.7	0.67	27.1	15.1	12.9
Harrison	508	584	505	568	623	541	15.1	5.2	0.1	0.65	22.3	9.3	7.4
Hart	323	347	330	358	390	340	14.9	5.3	0.2	1.37	30.5	19.0	6.1
Henderson	2,174	2,274	2,104	2,193	2,190	2,186	0.2	4.8	0.2	0.30	22.6	13.9	5.4
Henry	459	444	371	422	507	424	19.6	8.7	0.2	0.77	23.6	18.7	20.1
Hickman	127	135	75	96	93	108	-14.1	8.0	0.2	1.14	33.7	9.1	10.3
Hopkins	1,951	2,025	1,894	1,840	2,162	1,928	12.2	4.0	0.1	0.49	22.0	13.7	10.0
Jackson	172	203	168	209	171	188	-9.0	7.6	0.2	2.06	28.6	6.2	13.4
Jefferson	32,208	32,842	33,606	32,672	34,314	32,832	4.5	4.5	0.1	0.21	19.3	29.0	4.7
Jessamine	969	1,048	1,108	1,067	990	1,048	-5.5	4.5	0.3	0.68	23.9	18.7	10.3
Johnson	694	566	619	596	624	619	0.8	5.1	0.6	0.81	27.7	10.0	9.9
Kenton	6,676	6,836	6,650	6,566	6,703	6,682	0.3	6.5	0.4	0.23	21.0	22.6	5.7
Knott	298	328	284	291	310	300	3.2	7.3	0.4	1.59	37.3	12.2	14.6
Knox	705	783	853	854	837	799	4.8	8.4	0.5	0.72	27.3	9.6	14.3
Larue	346	344	318	302	349	328	6.6	8.1	0.1	0.96	26.3	8.1	10.9
Laurel	1,403	1,427	1,400	1,383	1,449	1,403	3.3	5.9	0.4	0.65	22.6	13.0	10.5
Lawrence	325	336	270	310	311	310	0.2	6.0	0.1	1.48	32.1	13.7	12.4
Lee	162	171	122	133	139	147	-5.4	4.8	0.3	1.93	21.7	8.5	13.3
Leslie	182	212	189	201	158	196	-19.4	11.8	0.5	2.12	43.2	10.5	27.0
Letcher	459	499	506	523	591	497	19.0	6.4	0.3	1.05	29.0	13.5	17.1
Lewis	258	265	270	320	365	278	31.2	8.9	0.3	1.15	31.9	10.8	13.4
Lincoln	410	433	460	455	458	440	4.2	7.5	0.2	0.90	28.0	9.7	15.9

TABLE 14. MISCELLANEOUS ACCIDENT DATA FOR EACH COUNTY (continued)

COUNTY	NUMBER OF ACCIDENTS BY YEAR 1984	1985	1986	1987	1988	1984-1987 AVERAGE	1988 PERCENT CHANGE*	PERCENT OF ACCIDENTS INVOLVING ALCOHOL	PERCENT OF ACCIDENTS INVOLVING DRUGS	PERCENT FATAL ACCIDENTS	PERCENT INJURY OR FATAL ACCIDENTS	PERCENT OF DRIVERS USING SAFETY BELTS	PERCENT OF ACCIDENTS INVOLVING SPEEDING
Livingston	200	228	184	239	210	213	-1.3	8.1	0.3	0.85	35.3	10.2	10.2
Logan	812	817	818	759	827	802	3.2	5.6	0.2	0.74	25.2	8.7	6.1
Lyon	117	106	91	137	150	113	33.0	5.3	0.2	1.33	30.4	18.4	11.1
McCracken	2,868	3,013	3,185	3,235	3,303	3,075	7.4	6.2	0.4	0.40	23.4	13.9	5.1
McCreary	270	287	156	171	161	221	-27.1	10.1	0.3	1.53	31.9	8.6	21.2
McLean	197	215	228	225	207	216	-4.3	7.1	0.1	1.49	32.6	15.0	11.6
Madison	2,551	2,635	2,463	2,663	2,827	2,578	9.7	6.9	0.3	0.55	19.0	17.9	12.4
Magoffin	280	300	233	253	272	267	2.1	9.6	0.1	2.02	39.5	17.0	21.3
Marion	527	573	632	577	592	577	2.6	8.9	0.2	0.69	21.5	8.2	11.8
Marshall	742	717	745	800	795	751	5.9	5.6	0.3	1.03	31.3	10.7	8.7
Martin	210	186	182	196	222	194	14.7	4.9	0.7	1.00	35.2	10.6	17.5
Mason	863	852	806	877	927	850	9.1	4.8	0.2	0.58	18.3	11.5	3.9
Meade	580	563	578	564	545	571	-4.6	11.4	0.1	0.92	31.7	17.0	11.2
Menifee	70	70	67	85	84	73	15.1	10.6	0.3	3.46	42.8	10.5	15.4
Mercer	643	718	722	717	722	700	3.1	7.2	0.4	0.43	25.3	9.7	10.3
Metcalfe	152	179	177	166	240	169	42.4	4.3	0.0	0.98	31.3	10.1	12.0
Monroe	143	180	165	204	211	173	22.0	6.1	0.3	1.99	29.9	4.3	9.5
Montgomery	770	768	826	786	829	788	5.3	5.6	0.2	0.65	23.9	6.5	5.2
Morgan	117	135	113	189	212	139	53.1	11.0	0.0	1.70	49.2	14.3	16.7
Muhlenberg	1,018	1,034	983	1,014	1,062	1,012	4.9	5.3	0.2	0.57	26.4	11.7	12.5
Nelson	981	1,017	1,079	1,130	1,099	1,052	4.5	7.9	0.2	0.77	26.2	14.6	9.3
Nicholas	62	83	101	100	105	87	21.4	9.5	0.2	3.55	27.5	23.3	9.8
Ohio	563	569	538	618	601	572	5.1	5.8	0.3	1.18	31.2	12.5	9.0
Oldham	828	812	821	926	994	847	17.4	6.2	0.3	0.55	28.3	25.9	10.5
Owen	204	222	205	265	202	224	-9.8	4.8	0.1	0.82	33.9	19.5	10.4
Owsley	88	77	74	86	99	81	21.8	10.6	0.5	2.59	32.3	4.5	14.4
Pendleton	304	301	295	358	355	315	12.9	5.6	0.2	0.99	26.3	13.4	9.6
Perry	1,062	1,147	1,112	1,055	1,101	1,094	0.6	6.9	0.3	0.95	26.9	10.7	8.9
Pike	2,183	2,218	2,258	2,165	2,279	2,206	3.3	6.4	0.2	0.63	31.1	13.8	15.7
Powell	176	177	284	330	353	242	46.0	6.7	0.1	1.52	32.4	14.8	12.3
Pulaski	1,436	1,625	1,581	1,718	1,762	1,590	10.8	6.7	0.1	0.70	22.7	14.5	8.4
Robertson	28	11	23	19	19	20	-6.2	9.0	2.0	2.00	39.0	6.2	18.0
Rockcastle	350	422	419	393	493	396	24.5	8.3	0.2	1.20	28.1	20.1	16.9
Rowan	719	772	782	803	871	769	13.3	6.6	0.5	0.33	24.4	12.7	10.9
Russell	254	226	284	306	369	268	37.9	6.6	0.8	1.18	26.2	10.0	8.5
Scott	955	964	806	1,141	1,181	967	22.2	4.5	0.2	0.53	23.1	21.8	7.4
Shelby	921	970	856	1,007	1,134	939	20.8	7.3	0.2	0.70	22.0	19.1	12.9
Simpson	635	615	667	639	594	639	-7.0	4.2	0.2	0.67	26.1	10.8	5.2
Spencer	81	122	106	126	151	109	38.9	10.8	0.2	1.37	33.6	15.8	20.3
Taylor	749	691	750	748	691	735	-5.9	5.1	0.1	0.39	18.3	4.6	4.2
Todd	202	215	215	223	215	214	0.6	7.6	0.0	1.68	29.9	14.7	21.9
Trigg	351	340	372	377	370	360	2.8	5.7	0.3	1.10	27.2	16.9	8.0
Trimble	128	151	127	147	146	138	5.6	5.2	0.0	1.72	32.3	18.3	13.7
Union	499	488	489	485	531	490	8.3	7.0	0.3	0.80	26.4	8.8	9.5
Warren	3,989	4,424	4,135	4,446	4,073	4,249	-4.1	5.1	0.2	0.36	21.0	25.7	7.0
Washington	258	243	237	238	253	244	3.7	5.5	0.1	1.30	21.7	13.5	10.5
Wayne	430	354	400	438	431	406	6.3	4.8	0.0	0.78	20.7	5.4	8.2
Webster	424	427	390	416	433	414	4.5	5.8	0.3	1.10	28.0	16.1	7.5
Whitley	951	1.062	1,033	1,072	1,010	1,030	-1.9	9.6	0.4	0.98	25.8	12.4	15.0
Wolfe	188	180	206	203	241	194	24.1	9.2	0.0	1.47	36.2	15.5	13.9
Woodford	833	880	807	888	828	852	-2.8	6.8	0.3	0.80	22.3	21.9	11.7

* Percent change from 1984-1987 to 1988.

TABLE 15. ACCIDENT RATES FOR INCORPORATED CITIES HAVING POPULATION OVER 2,500 (FOR STATE-MAINTAINED SYSTEM AND ALL ROADS FOR 1984-1988 DATA)

		STATE-MAINTAINED SYSTEM		ALL ROADS	
CITY	POPULATION	TOTAL ACCIDENTS	ACCIDENT RATE*	TOTAL ACCIDENTS	ACCIDENT RATE**
Louisville	298,694	39,929	477	93,008	62.3
Lexington	204,165	15,011	909	60,742	59.5
Owensboro	54,450	3,645	1,239	15,146	55.6
Covington	49,585	8,269	668	15,223	61.4
Bowling Green	40,450	4,680	919	16,721	82.7
Paducah	29,315	3,756	758	11,596	79.1
Hopkinsville	27,318	3,194	675	7,606	55.7
Ashland	27,064	2,685	679	8,038	59.4
Frankfort	25,973	2,799	544	7,223	55.6
Henderson	24,834	1,179	818	8,171	65.8
Richmond	21,705	1,532	1,098	7,381	68.0
Newport	21,587	4,044	753	6,087	56.4
Madisonville	16,979	1,325	868	5,830	68.7
Shively	16,645	1,424	804	5,758	69.2
Fort Thomas	16,012	260	195	1,760	22.0
Jeffersontown	15,795	419	1,041	4,687	59.3
Florence	15,586	2,342	1,664	9,175	117.7
Elizabethtown	15,380	2,907	647	6,822	88.7
Winchester	15,216	1,317	565	4,153	54.6
Radcliff	14,519	1,737	668	4,200	57.9
Erlanger	14,466	1,699	1,220	4,318	59.7
Saint Matthews	14,409	532	822	5,767	80.0
Murray	14,248	1,328	878	3,702	52.0
Glasgow	12,958	1,366	548	4,024	62.1
Danville	12,942	1,195	899	3,762	58.1
Middlesboro	12,251	1,291	656	2,653	43.3
Georgetown	10,972	853	1,037	2,754	50.2
Mayfield	10,705	1,121	1,125	3,503	65.4
Somerset	10,649	1,645	747	4,317	81.1
Nicholasville	10,319	714	682	2,686	52.1
Campbellsville	9,768	577	819	2,681	54.9
Independence	9,164	62	939	1,718	37.5
Flatwoods	8,354	***	***	1,093	26.2
Berea	8,226	645	615	1,669	40.6
Corbin	8,075	1,091	726	2,804	69.4
Maysville	7,983	1,365	1,251	2,944	73.8
Paris	7,935	1,155	663	2,330	58.7
Morehead	7,789	664	1,234	2,262	58.1
Franklin	7,738	664	1,015	1,911	49.4
Bellevue	7,678	***	***	1,191	31.0
Russellville	7,520	925	496	2,367	63.0
Fort Mitchell	7,294	***	***	1,276	35.0
Harrodsburg	7,265	904	852	2,179	60.0
Edgewood	7,243	***	***	1,233	34.0
Elsmere	7,203	***	***	1,198	33.3
Princeton	7,073	690	526	1,467	41.5
Dayton	6,979	***	***	794	22.8
Lebanon	6,590	682	964	1,758	53.4
Versailles	6,427	1,087	892	2,130	66.3
Bardstown	6,155	945	1,111	2,628	85.4
Cynthiana	5,881	340	1,007	1,585	53.9
Mount Sterling	5,820	478	756	2,321	79.8
Monticello	5,677	560	484	1,658	58.4
Villa Hills	5,598	***	***	364	13.0
Pikeville	5,583	652	549	2,336	83.7
Williamsburg	5,560	392	262	1,217	43.8
Hazard	5,371	564	407	2,004	74.6
Shelbyville	5,329	841	1,635	2,138	80.2
Central City	5,214	620	864	1,466	56.2
Lawrenceburg	5,167	480	950	1,194	46.2
Ludlow	4,959	***	***	650	26.2
Alexandria	4,735	272	914	1,150	48.6
Greenville	4,631	369	599	999	43.1
Leitchfield	4,533	722	1,219	1,716	75.7
Taylor Mill	4,509	***	***	676	30.0
Fort Wright	4,481	***	***	2,072	92.5
Shepherdsville	4,454	360	1,020	1,841	82.7
Highland Heights	4,435	561	662	1,512	68.2

TABLE 15. ACCIDENT RATES FOR INCORPORATED CITIES HAVING POPULATION OVER 2,500 (FOR STATE-MAINTAINED SYSTEM AND ALL ROADS FOR 1984-1988 DATA)(continued)

		STATE-MAINTAINED SYSTEM		ALL ROADS	
CITY	POPULATION	TOTAL ACCIDENTS	ACCIDENT RATE*	TOTAL ACCIDENTS	ACCIDENT RATE**
Providence	4,434	150	472	654	29.5
Scottsville	4,278	228	580	1,526	71.3
Prestonsburg	4,011	679	892	1,739	86.7
London	4,002	902	894	2,868	143.3
Mount Washington	3,997	127	964	721	36.1
Carrollton	3,967	235	975	1,026	51.7
Russell	3,824	26	351	1,603	83.8
Paintsville	3,815	400	707	1,778	93.2
Wilmore	3,787	58	897	133	7.0
Morganfield	3,781	351	1,025	868	45.9
Cumberland	3,712	63	205	472	25.4
Columbia	3,710	415	971	1,330	71.7
Benton	3,700	779	939	1,241	67.1
Vine Grove	3,583	229	591	386	21.5
Park Hills	3,500	***	***	446	25.5
Grayson	3,423	300	2,397	979	57.2
Marion	3,392	306	708	731	43.1
Lancaster	3,365	306	1,098	677	40.2
Barbourville	3,333	444	743	980	58.8
Dawson Springs	3,275	174	420	487	29.7
Jenkins	3,271	74	156	187	11.4
Beaver Dam	3,185	168	835	754	47.3
Springfield	3,179	259	780	739	46.5
Fulton	3,137	165	210	755	48.1
Tompkinsville	3,077	284	902	653	42.4
Lakeside Park	3,062	629	1,627	540	35.3
Harlan	3,024	533	533	1,446	95.6
Catlettsburg	3,005	465	299	749	49.9
LaGrange	2,971	214	991	995	67.0
Hickman	2,894	34	220	322	22.3
Irvine	2,889	282	667	823	57.0
Flemingsburg	2,835	113	292	701	49.5
Southgate	2,833	45	46	537	37.9
Stanford	2,764	236	410	690	49.9
Stanton	2,691	131	1,049	423	31.4
Jackson	2,651	157	1,200	764	57.6
Pineville	2,599	353	716	834	64.2
Olive Hill	2,539	63	280	339	26.7
Hartford	2,512	21	84	96	7.6
Williamstown	2,502	108	537	479	38.3

* Accidents per 100 million vehicle miles.
** Accidents per 1,000 population.
*** No data available.

TABLE 16. MISCELLANEOUS ACCIDENT DATA FOR INCORPORATED CITIES HAVING POPULATION OVER 2,500 (1984-1988 DATA FOR ALL ROADS)

CITY	POPULATION	FATAL ACCIDENTS		PEDESTRIAN-MOTOR VEHICLE ACCIDENTS		BICYCLE-RELATED MOTOR VEHICLE ACCIDENTS		MOTORCYCLE ACCIDENTS		PERCENT OF ACCIDENTS INVOLVING SPEEDING	PERCENT OF ACCIDENTS INVOLVING ALCOHOL
		NUMBER	RATE*	NUMBER	RATE*	NUMBER	RATE*	NUMBER	RATE*		
Louisville	298,694	138	0.92	1,608	10.8	926	6.2	922	6.2	4.4	4.3
Lexington	204,165	148	1.45	762	7.5	498	4.9	653	6.4	3.7	5.2
Owensboro	54,450	8	0.29	145	5.3	183	6.7	146	5.4	2.2	4.4
Covington	49,585	25	1.01	389	15.7	168	6.8	158	6.4	3.7	6.9
Bowling Green	40,450	18	0.89	137	6.8	90	4.4	141	7.0	3.4	4.0
Paducah	29,315	22	1.50	125	8.5	88	6.0	139	9.5	3.1	5.3
Hopkinsville	27,318	15	1.10	88	6.4	62	4.5	72	5.3	5.6	4.9
Ashland	27,064	6	0.44	97	7.2	44	3.3	52	3.8	4.0	3.3
Frankfort	25,973	10	0.77	83	6.4	35	2.7	58	4.5	4.8	4.5
Henderson	24,834	5	0.40	95	7.7	86	6.9	104	8.4	3.5	4.0
Richmond	21,705	11	1.01	83	7.6	26	2.4	61	5.6	4.1	5.3
Newport	21,587	5	0.46	205	19.0	82	7.6	61	5.7	5.1	5.4
Madisonville	16,979	6	0.71	40	4.7	57	6.7	33	3.9	4.7	2.2
Shively	16,645	10	1.20	72	8.7	51	6.1	52	6.2	2.5	3.9
Fort Thomas	16,012	4	0.50	27	3.4	47	5.9	14	1.7	7.6	5.5
Jeffersontown	15,795	1	0.13	25	3.2	27	3.4	36	4.6	4.7	3.4
Florence	15,586	17	2.18	70	9.0	33	4.2	66	8.5	5.3	4.0
Elizabethtown	15,380	17	2.21	40	5.2	34	4.4	68	8.8	3.2	3.0
Winchester	15,216	9	1.18	52	6.8	26	3.4	33	4.3	2.0	4.1
Radcliff	14,519	13	1.79	31	4.3	23	3.2	100	13.8	3.7	4.6
Erlanger	14,466	11	1.52	57	7.9	40	5.5	62	8.6	4.9	4.2
St. Matthews	14,409	2	0.28	52	7.2	43	6.0	29	4.0	1.3	2.0
Murray	14,248	2	0.28	45	6.3	24	3.4	52	7.3	4.6	3.0
Glasgow	12,958	12	1.85	27	4.2	6	0.9	38	5.9	2.0	2.9
Danville	12,942	3	0.46	46	7.1	26	4.0	28	4.3	2.6	2.7
Middlesboro	12,251	5	0.82	38	6.2	26	4.2	33	5.4	4.6	4.4
Georgetown	10,972	3	0.55	22	4.0	20	3.6	25	4.6	3.7	2.8
Mayfield	10,705	2	0.37	32	6.0	24	4.5	30	5.6	2.3	2.3
Somerset	10,649	12	2.25	32	6.0	11	2.1	23	4.3	4.8	2.7
Nicholasville	10,319	5	0.97	25	4.8	20	3.9	25	4.8	3.6	3.5
Campbellsville	9,768	4	0.82	17	3.5	10	2.0	19	3.9	2.2	3.3
Independence	9,164	8	1.75	9	2.0	10	2.2	24	5.2	7.4	8.0
Flatwoods	8,354	1	0.24	12	2.9	10	2.4	7	1.7	4.4	3.6
Berea	8,226	7	1.70	23	5.6	13	3.2	14	3.4	4.4	4.4
Corbin	8,075	6	1.49	22	5.4	17	4.2	20	5.0	4.2	3.2
Maysville	7,983	2	0.50	28	7.0	17	4.3	17	4.3	1.5	3.3
Paris	7,935	1	0.25	29	7.3	14	3.5	16	4.0	5.2	5.5
Morehead	7,789	2	0.51	22	5.6	12	3.1	11	2.8	3.9	3.1
Franklin	7,738	4	1.03	21	5.4	13	3.4	16	4.1	3.6	3.2
Bellevue	7,678	3	0.78	30	7.8	19	4.9	13	3.4	3.8	5.3
Russellville	7,520	5	1.33	27	7.2	7	1.9	22	5.9	3.2	5.4
Fort Mitchell	7,294	5	1.37	15	4.1	6	1.6	13	3.6	5.5	7.4
Harrodsburg	7,265	1	0.28	24	6.6	9	2.5	22	6.1	3.3	4.3
Edgewood	7,243	1	0.28	18	5.0	7	1.9	11	3.0	4.1	3.3
Elsmere	7,203	1	0.28	20	5.6	22	6.1	20	5.6	6.3	5.9
Princeton	7,073	1	0.28	12	3.4	8	2.3	14	4.0	3.5	5.7
Dayton	6,979	1	0.29	23	6.6	12	3.4	13	3.7	4.5	5.7
Lebanon	6,590	4	1.21	21	6.4	9	2.7	14	4.2	4.4	5.8
Versailles	6,427	4	1.24	20	6.2	9	2.8	14	4.4	4.3	4.0
Bardstown	6,155	2	0.65	28	9.1	18	5.8	15	4.9	3.1	4.3
Cynthiana	5,881	4	1.36	26	8.8	5	1.7	17	5.8	2.3	3.4
Mount Sterling	5,820	2	0.69	34	11.7	6	2.1	17	5.8	3.0	5.3
Monticello	5,677	3	1.06	17	6.0	7	2.5	17	6.0	4.2	3.6
Villa Hills	5,598	0	0.00	3	1.1	3	1.1	6	2.1	12.4	9.3
Pikeville	5,583	3	1.07	24	8.6	9	3.2	10	3.6	4.7	5.1
Williamsburg	5,560	6	2.16	19	6.8	5	1.8	10	3.6	7.5	3.6
Hazard	5,371	6	2.23	17	6.3	5	1.9	8	3.0	1.8	3.2
Shelbyville	5,329	4	1.50	12	4.5	16	6.0	20	7.5	2.6	3.9
Central City	5,214	4	1.53	12	4.6	4	1.5	14	5.4	3.4	5.2
Lawrenceburg	5,167	2	0.77	22	8.5	8	3.1	10	3.9	4.3	4.5
Ludlow	4,959	1	0.40	23	9.3	20	8.1	9	3.6	2.2	7.5
Alexandria	4,735	2	0.84	9	3.8	3	1.3	4	1.7	3.3	3.0
Greenville	4,631	1	0.43	4	1.7	3	1.3	9	3.9	3.9	1.8
Leitchfield	4,533	1	0.44	12	5.3	2	0.9	13	5.7	3.1	2.0
Taylor Mill	4,509	5	2.22	3	1.3	2	0.9	11	4.9	9.5	5.8
Fort Wright	4,481	3	1.34	13	5.8	6	2.7	17	7.6	7.2	6.7
Shepherdsville	4,454	8	3.59	14	6.3	10	4.5	16	7.2	4.4	3.4
Highland Heights	4,435	3	1.35	14	6.3	12	5.4	11	5.0	3.4	1.9

TABLE 16. MISCELLANEOUS ACCIDENT DATA FOR INCORPORATED CITIES HAVING POPULATION OVER 2,500 (1984-1988 DATA FOR ALL ROADS)(continued)

CITY	POPULATION	FATAL ACCIDENTS		PEDESTRIAN-MOTOR VEHICLE ACCIDENTS		BICYCLE-RELATED MOTOR VEHICLE ACCIDENTS		MOTORCYCLE ACCIDENTS		PERCENT OF ACCIDENTS INVOLVING SPEEDING	PERCENT OF ACCIDENTS INVOLVING ALCOHOL
		NUMBER	RATE*	NUMBER	RATE*	NUMBER	RATE*	NUMBER	RATE*		
Providence	4,434	3	1.35	10	4.5	4	1.8	11	5.0	3.2	3.8
Scottsville	4,278	6	2.81	20	9.4	3	1.4	11	5.1	4.8	2.9
Prestonsburg	4,011	1	0.50	15	7.5	2	1.0	10	5.0	2.4	4.0
London	4,002	6	3.00	28	14.0	4	2.0	17	8.5	3.5	2.4
Mount Washington	3,997	3	1.50	2	1.0	7	3.5	9	4.5	4.7	4.0
Carrollton	3,967	4	2.02	20	10.1	13	6.6	13	6.6	5.3	7.2
Russell	3,824	7	3.66	6	3.1	2	1.0	9	4.7	2.6	3.6
Paintsville	3,815	1	0.52	12	6.3	8	4.2	4	2.1	3.4	2.0
Wilmore	3,787	0	0.00	3	1.6	1	0.5	0	0.0	8.3	1.5
Morganfield	3,781	4	2.12	12	6.3	5	2.6	2	1.1	5.9	2.9
Cumberland	3,712	4	2.16	6	3.2	1	0.5	8	4.3	10.6	8.1
Columbia	3,710	2	1.08	9	4.9	4	2.2	4	2.2	2.5	3.7
Benton	3,700	0	0.00	11	5.9	2	1.1	12	6.5	1.7	2.8
Vine Grove	3,583	2	1.12	5	2.8	4	2.2	4	2.2	15.5	14.0
Park Hills	3,500	0	0.00	6	3.4	0	0.0	4	2.3	6.3	5.6
Grayson	3,423	3	1.75	5	2.9	2	1.2	5	2.9	2.5	2.8
Marion	3,392	0	0.00	2	1.2	4	2.4	1	0.6	2.2	3.6
Lancaster	3,365	1	0.59	7	4.2	3	1.8	4	2.4	3.4	2.7
Barbourville	3,333	1	0.60	12	7.2	6	3.6	7	4.2	5.5	4.3
Dawson Springs	3,275	2	1.22	3	1.8	2	1.2	6	3.7	4.3	6.0
Jenkins	3,271	2	1.22	4	2.4	0	0.0	3	1.8	11.2	3.7
Beaver Dam	3,185	2	1.26	6	3.8	3	1.9	7	4.4	2.7	4.1
Springfield	3,179	3	1.89	10	6.3	2	1.3	7	4.4	2.3	3.1
Fulton	3,137	1	0.64	12	7.7	7	4.5	4	2.6	4.2	5.0
Tompkinsville	3,077	2	1.30	10	6.5	0	0.0	10	6.5	5.1	3.7
Lakeside Park	3,062	0	0.00	5	3.3	3	2.0	7	4.6	10.7	7.4
Harlan	3,024	3	1.98	20	13.2	8	5.3	12	7.9	3.0	3.3
Catlettsburg	3,005	2	1.33	9	6.0	4	2.7	8	5.3	4.9	5.6
LaGrange	2,971	2	1.35	12	8.1	6	4.0	8	5.4	3.9	4.3
Hickman	2,894	0	0.00	6	4.1	0	0.0	3	2.1	2.8	8.4
Irvine	2,889	2	1.38	10	6.9	1	0.7	3	2.1	3.5	3.8
Flemingsburg	2,835	1	0.71	6	4.2	1	0.7	4	2.8	2.4	2.9
Southgate	2,833	1	0.71	6	4.2	5	3.5	6	4.2	4.7	3.5
Stanford	2,764	1	0.72	9	6.5	5	3.6	6	4.3	3.2	4.8
Stanton	2,691	4	2.97	6	4.5	1	0.7	4	3.0	5.2	3.5
Jackson	2,651	2	1.51	12	9.1	1	0.8	5	3.8	3.7	2.4
Pineville	2,599	4	3.08	16	12.3	3	2.3	4	3.1	4.9	4.4
Olive Hill	2,539	0	0.00	3	2.4	1	0.8	5	3.9	8.0	5.9
Hartford	2,512	2	1.59	3	2.4	0	0.0	0	0.0	5.2	3.1
Williamstown	2,502	1	0.80	5	4.0	3	2.4	2	1.6	10.2	5.0

* Accidents Per 10,000 Population.

TABLE 17. ACCIDENT RATES ON STATE-MAINTAINED STREETS BY CITY AND POPULATION CATEGORY (1984-1988 DATA)

POPULATION CATEGORY	NUMBER OF CITIES	AVERAGE RATE (ACC/100 MVM)	CITY	NUMBER OF ACCIDENTS (1984-1988)	ACCIDENT RATE (ACC/100 MVM)
Over 200,000	2	548	Lexington	15,011	909
			Louisville	39,929	477
20,000-55,000	10	755	Owensboro	3,645	1,239
			Richmond	1,532	1,098
			Bowling Green	4,680	919
			Henderson	1,179	818
			Paducah	3,756	758
			Newport	4,044	753
			Ashland	2,685	679
			Hopkinsville	3,194	675
			Covington	8,269	668
			Frankfort	2,799	544
10,000-19,999	18	779	Florence	2,342	1,664
			Erlanger	1,699	1,220
			Mayfield	1,121	1,125
			Jeffersontown	419	1,041
			Georgetown	853	1,037
			Danville	1,195	899
			Nicholasville	714	878
			Murray	1,328	878
			Madisonville	1,325	868
			St. Matthews	532	822
			Shively	1,424	804
			Somerset	1,645	747
			Radcliff	1,737	668
			Middlesboro	1,291	656
			Elizabethtown	2,907	647
			Winchester	1,317	565
			Glasgow	1,366	548
			Fort Thomas	260	195
5,000-9,999	23	740	Shelbyville	841	1,635
			Maysville	1,365	1,251
			Morehead	664	1,234
			Bardstown	945	1,111
			Franklin	664	1,015
			Cynthiana	340	1,007
			Lebanon	682	964
			Lawrenceburg	480	950
			Independence	62	939
			Versailles	1,087	892
			Central City	620	864
			Harrodsburg	904	852
			Campbellsville	577	819
			Mount Sterling	478	756
			Corbin	1,091	726
			Paris	1,155	663
			Berea	645	615
			Pikeville	652	548
			Princeton	690	526
			Russellville	925	496
			Monticello	560	484
			Hazard	564	407
			Williamsburg	392	262
2,500-4,999	44	648	Grayson	300	2,397
			Lakeside Park	629	1,627
			Leichtfield	722	1,219
			Jackson	157	1,200
			Lancaster	306	1,098
			Stanton	131	1,049
			Morganfield	351	1,025
			Shepherdsville	360	1,020
			LaGrange	214	991
			Carrollton	235	975
			Columbia	415	971
			Mount Washington	127	964
			Benton	779	939

TABLE 17. ACCIDENT RATES ON STATE-MAINTAINED STREETS BY CITY AND POPULATION CATEGORY (1984-1988 DATA) (continued)

POPULATION CATEGORY	NUMBER OF CITIES	AVERAGE RATE (ACC/100 MVM)	CITY	NUMBER OF ACCIDENTS (1984-1988)	ACCIDENT RATE (ACC/100 MVM)
2,500-4,999 (cont.)	44	648	Alexandria	272	914
			Wilmore	58	897
			Tompkinsville	284	896
			London	902	894
			Prestonsburg	679	892
			Beaver Dam	168	835
			Pineville	383	803
			Barbourville	461	786
			Springfield	259	780
			Marion	306	708
			Irvine	282	667
			Highland Heights	561	662
			Paintsville	351	634
			Greenville	369	599
			Vine Grove	229	591
			Williamstown	108	537
			Harlan	533	531
			Scottsville	207	495
			Providence	150	472
			Dawson Springs	174	420
			Stanford	236	410
			Russell	26	351
			Catlettsburg	455	288
			Olive Hill	63	280
			Flemingsburg	113	256
			Fulton	182	226
			Hickman	34	220
			Cumberland	63	205
			Jenkins	74	156
			Hartford	21	84
			Southgate	45	46
1,000-2,499	67	485	Falmouth	147	1,741
			Dry Ridge	294	1,350
			Cold Springs	898	1,237
			Morgantown	164	1,144
			Albany	377	1,052
			Eminence	190	999
			Elkton	193	869
			Munfordville	136	854
			Augusta	20	836
			Muldraugh	27	816
			Manchester	200	789
			Hardinsburg	147	775
			Owingsville	91	773
			Vanceburg	134	725
			Evarts	44	724
			Greensburg	101	718
			Cloverport	80	715
			Louisa	184	685
			Loyall	29	672
			Carlisle	68	637
			Wickliffe	177	616
			Cadiz	217	610
			Mount Vernon	193	605
			Calhoun	25	595
			Walton	112	595
			Brandenburg	90	550
			Salyersville	118	535
			Sturgis	114	514
			Warsaw	49	495
			LaCenter	16	490
			Junction City	41	482
			Russell Springs	182	479
			Edmonton	92	448
			Earlington	68	446
			Beattyville	86	424
			Hodgenville	198	419
			Burkesville	112	407
			Jamestown	34	403

TABLE 17. ACCIDENT RATES ON STATE-MAINTAINED STREETS BY CITY AND POPULATION CATEGORY (1984-1988 DATA) (continued)

POPULATION CATEGORY	NUMBER OF CITIES	AVERAGE RATE (ACC/100 MVM)	CITY	NUMBER OF ACCIDENTS (1984-1988)	ACCIDENT RATE (ACC/100 MVM)
1,000-2,499 (cont.)	67	480	Owenton	87	390
			Hawesville	80	378
			Phelps	51	369
			Cave City	108	359
			Raceland	14	351
			West Point	18	350
			Clay	42	336
			Auburn	75	336
			Clinton	63	322
			South Shore	993	296
			Adairville	16	285
			Livermore	30	281
			Clay City	55	276
			Worthington	19	275
			Uniontown	20	272
			Liberty	134	260
			Sebree	44	246
			Calvert City	64	231
			Anchorage	33	225
			Mortons Gap	37	213
			Elkorn City	33	184
			Burgin	20	154
			Nortonville	25	106
			Lewisport	6	96
			Eddyville	3	77
			Lebanon Junction	7	73
			West Liberty	8	50
			Whitesburg	9	30
			Horse Cave	7	27

TABLE 18. TOTAL ACCIDENT RATES BY CITY AND POPULATION CATEGORY (IN DESCENDING ORDER WITH CRITICAL RATES IDENTIFIED (1984-1988 DATA FOR ALL ROADS)

CITY	NUMBER OF ACCIDENTS (1984-1988)	ANNUAL ACCIDENT RATE (ACCIDENTS PER 1000 POPULATION)	
POPULATION CATEGORY OVER 200,000			
Louisville	93008	62.3	
Lexington	60742	59.5	
POPULATION CATEGORY 20,000-55,000			
Bowling Green	16721	82.7	*
Paducah	11596	79.1	*
Richmond	7381	68.0	*
Henderson	8171	65.8	
Covington	15223	61.4	
Ashland	8038	59.4	
Newport	6087	56.4	
Hopkinsville	7606	55.7	
Owensboro	15146	55.6	
Frankfort	7223	55.6	
POPULATION CATEGORY 10,000-19,999			
Florence	9175	117.7	*
Elizabethtown	6822	88.7	*
Somerset	4317	81.1	*
St. Matthews	5767	80.0	*
Shively	5758	69.2	
Madisonville	5830	68.7	
Mayfield	3503	65.4	
Glasgow	4024	62.1	
Erlanger	4318	59.7	
Jeffersontown	4687	59.3	
Danville	3762	58.1	
Radcliff	4200	57.9	
Winchester	4153	54.6	
Nicholasville	2686	52.1	
Murray	3702	52.0	
Georgetown	2754	50.2	
Middlesboro	2653	43.3	
Fort Thomas	1760	22.0	
POPULATION CATEGORY 5,000-9,999			
Bardstown	2628	85.4	*
Pikeville	2336	83.7	*
Shelbyville	2138	80.2	*
Mount Sterling	2321	79.8	*
Hazard	2004	74.6	*
Maysville	2944	73.8	*
Corbin	2804	69.4	*
Versailles	2130	66.3	*
Russellville	2367	63.0	*
Harrodsburg	2179	60.0	*
Paris	2330	58.7	
Monticello	1658	58.4	
Morehead	2262	58.1	
Central City	1466	56.2	
Campbellsville	2681	54.9	
Cynthiana	1585	53.9	
Lebanon	1758	53.4	
Franklin	1911	49.4	
Lawrenceburg	1194	46.2	
Williamsburg	1217	43.8	
Princeton	1467	41.5	
Berea	1669	40.6	
Independence	1718	37.5	
Fort Mitchell	1276	35.0	
Edgewood	1233	34.0	
Elsmere	1198	33.3	
Bellevue	1191	31.0	
Flatwoods	1093	26.2	
Dayton	794	22.8	
Villa Hills	364	13.0	
POPULATION CATEGORY 2,500-4,999			
London	2868	143.3	*
Harlan	1446	95.6	*
Paintsville	1778	93.2	*
Fort Wright	2072	92.5	*
Prestonsburg	1739	86.7	*
Russell	1603	83.8	*
Shepherdsville	1841	82.7	*
Leitchfield	1716	75.7	*
Columbia	1330	71.7	*
Scottsville	1526	71.3	*
Highland Heights	1512	68.2	*
Benton	1241	67.1	*
LaGrange	995	67.0	*
Pineville	834	64.2	*
Barbourville	980	58.8	
Jackson	764	57.6	
Grayson	979	57.2	
Irvine	823	57.0	
Carrollton	1026	51.7	
Stanford	690	49.9	
Catlettsburg	749	49.9	
Flemingsburg	701	49.5	
Alexandria	1150	48.6	
Fulton	755	48.1	
Beaver Dam	754	47.3	
Springfield	739	46.5	
Morganfield	868	45.9	
Greenville	999	43.1	
Marion	731	43.1	
Tompkinsville	653	42.4	
Lancaster	677	40.2	
Williamstown	479	38.3	
Southgate	537	37.9	
Mount Washington	721	36.1	
Lakeside Park	540	35.3	
Stanton	423	31.4	
Taylor Mill	676	30.0	
Dawson Springs	487	29.7	
Providence	654	29.5	
Olive Hill	339	26.7	
Ludlow	650	26.2	
Park Hills	446	25.5	
Cumberland	472	25.4	
Hickman	322	22.3	
Vine Grove	386	21.5	
Jenkins	187	11.4	
Hartford	96	7.6	
Wilmore	133	7.0	

* CRITICAL ACCIDENT RATE.

TABLE 19. FATAL ACCIDENT RATES BY CITY AND POPULATION CATEGORY (IN DESCENDING ORDER OF RATES)
(1984-1988 DATA FOR ALL ROADS)

CITY	NUMBER OF ACCIDENTS (1984-1988)	ANNUAL ACCIDENT RATE (ACCIDENTS PER 10,000 POPULATION)
POPULATION CATEGORY OVER 200,000		
Lexington	148	1.45
Louisville	138	0.92
POPULATION CATEGORY 20,000-55,000		
Paducah	22	1.50
Hopkinsville	15	1.10
Richmond	11	1.01
Covington	25	1.01
Bowling Green	18	0.89
Frankfort	10	0.77
Newport	5	0.46
Ashland	6	0.44
Henderson	5	0.40
Owensboro	8	0.29
POPULATION CATEGORY 10,000-19,999		
Somerset	12	2.25
Elizabethtown	17	2.21
Florence	17	2.18
Glasgow	12	1.85
Radcliff	13	1.79
Erlanger	11	1.52
Shively	10	1.20
Winchester	9	1.18
Nicholasville	5	0.97
Middlesboro	5	0.82
Madisonville	6	0.71
Georgetown	3	0.55
Fort Thomas	4	0.50
Danville	3	0.46
Mayfield	2	0.37
Murray	2	0.28
St. Matthews	2	0.28
Jeffersontown	1	0.13
POPULATION CATEGORY 5,000-9,999		
Hazard	6	2.23
Williamsburg	6	2.16
Independence	8	1.75
Berea	7	1.70
Central City	4	1.53
Shelbyville	4	1.50
Corbin	6	1.49
Fort Mitchell	5	1.37
Cynthiana	4	1.36
Russellville	5	1.33
Versailles	4	1.24
Lebanon	4	1.21
Pikeville	3	1.07
Monticello	3	1.06
Franklin	4	1.03
Campbellsville	4	0.82
Bellevue	3	0.78
Lawrenceburg	2	0.77
Mount Sterling	2	0.69
Bardstown	2	0.65
Morehead	2	0.51
Maysville	2	0.50
Dayton	1	0.29
Princeton	1	0.28
Elsmere	1	0.28
Edgewood	1	0.28
Harrodsburg	1	0.28
Paris	1	0.25
Flatwoods	1	0.24
Villa Hills	0	0.00
POPULATION CATEGORY 2,500-4,999		
Russell	7	3.66
Shepherdsville	8	3.59
Pineville	4	3.08
London	6	3.00
Stanton	4	2.97
Scottsville	6	2.81
Taylor Mill	5	2.22
Cumberland	4	2.16
Morganfield	4	2.12
Carrollton	4	2.02
Harlan	3	1.98
Springfield	3	1.89
Grayson	3	1.75
Hartford	2	1.59
Jackson	2	1.51
Mount Washington	3	1.50
Irvine	2	1.38
Providence	3	1.35
Highland Heights	3	1.35
LaGrange	2	1.35
Fort Wright	3	1.34
Catlettsburg	2	1.33
Tompkinsville	2	1.30
Beaver Dam	2	1.26
Jenkins	2	1.22
Dawson Springs	2	1.22
Vine Grove	2	1.12
Columbia	2	1.08
Alexandria	2	0.84
Williamstown	1	0.80
Stanford	1	0.72
Southgate	1	0.71
Flemingsburg	1	0.71
Fulton	1	0.64
Barbourville	1	0.60
Lancaster	1	0.59
Paintsville	1	0.52
Prestonsburg	1	0.50
Leitchfield	1	0.44
Greenville	1	0.43
Ludlow	1	0.40
Hickman	0	0.00
Benton	0	0.00
Marion	0	0.00
Park Hills	0	0.00
Olive Hill	0	0.00
Lakeside Park	0	0.00
Wilmore	0	0.00

* CRITICAL ACCIDENT RATE.

TABLE 20. ACCIDENTS INVOLVING ALCOHOL BY COUNTY AND POPULATION CATEGORY
(IN ORDER OF DECREASING PERCENTAGES)

COUNTY	NUMBER OF ALCOHOL-RELATED ACCIDENTS (1984-1988)			PERCENT OF TOTAL ACCIDENTS INVOLVING ALCOHOL		
	ALL	AGES 16-18	AGES 19-20	ALL	AGES 16-18	AGES 19-20
POPULATION CATEGORY UNDER 10,000						
Elliott	43	10	5	12.4	14.1	16.1
Spencer	63	13	5	10.8	9.5	6.8
Menifee	40	4	7	10.6	5.3	16.3
Owsley	45	1	5	10.6	1.6	10.0
Nicholas	43	3	6	9.5	3.1	9.4
Carlisle	31	4	3	9.5	5.8	9.7
Wolfe	94	10	10	9.2	8.8	11.0
Robertson	9	4	1	9.0	14.8	5.9
Gallatin	75	7	11	8.5	5.6	14.5
Carroll	180	21	27	8.1	7.2	12.5
Livingston	86	11	10	8.1	4.9	9.3
Hickman	42	7	6	8.0	9.7	10.7
Ballard	77	8	5	7.3	4.0	5.9
Cumberland	41	8	3	7.1	8.6	4.3
Fulton	92	13	14	6.8	5.8	9.7
Bracken	57	8	4	6.5	4.7	4.1
Clinton	80	7	9	6.4	2.8	6.8
Edmonson	74	7	9	6.2	2.9	6.2
Crittenden	78	14	7	6.1	4.7	4.7
Hancock	46	6	3	5.9	3.9	4.1
Trigg	103	14	11	5.7	4.5	4.9
Lyon	32	4	5	5.3	4.1	8.6
Trimble	36	5	2	5.2	3.4	2.4
Owen	53	7	7	4.8	3.6	6.3
Lee	35	5	6	4.8	4.0	7.5
Metcalfe	39	3	5	4.3	1.7	4.8
POPULATION CATEGORY 10,000 - 14,999						
Casey	72	8	10	13.0	9.2	14.3
Leslie	111	7	6	11.8	6.2	5.9
Morgan	84	9	7	11.0	6.0	9.1
Magoffin	129	7	14	9.6	3.3	7.2
Lewis	131	13	14	8.9	5.0	8.0
Henry	191	25	21	8.7	6.2	9.0
Rockcastle	173	14	22	8.3	4.7	7.2
Caldwell	187	22	14	8.3	4.8	6.3
Larue	134	15	10	8.1	4.8	6.0
Jackson	70	13	8	7.6	6.3	7.0
Todd	81	11	8	7.6	4.8	6.3
McLean	76	10	8	7.1	4.2	5.3
Bath	92	10	12	6.9	4.1	8.4
Powell	89	10	9	6.7	3.9	5.9
Russell	95	12	12	6.6	4.0	7.3
Grant	210	20	33	6.4	3.2	8.3
Allen	165	17	15	6.3	3.3	4.8
Monroe	55	5	6	6.1	2.4	5.1
Lawrence	93	9	10	6.0	3.8	6.4
Webster	121	9	13	5.8	2.2	6.0
Estill	102	9	14	5.7	2.2	5.2
Pendleton	91	14	11	5.6	4.2	6.0
Anderson	125	18	18	5.6	3.6	6.0
Washington	68	8	8	5.5	3.6	4.3
Garrard	72	9	5	5.5	4.3	3.2
Fleming	87	11	10	5.2	3.4	4.5
Martin	49	4	6	4.9	2.2	4.8
Butler	73	6	9	4.3	1.9	4.7
Simpson	133	17	17	4.2	2.5	4.6
Green	42	4	4	3.3	1.7	3.2
POPULATION CATEGORY 15,000 - 24,999						
Meade	323	29	36	11.4	4.8	11.0
McCreary	106	5	12	10.1	2.9	10.1
Marion	259	40	34	8.9	6.7	8.9
Clay	214	26	18	8.4	6.5	5.9
Breathitt	154	10	22	7.5	3.5	9.4
Lincoln	166	11	13	7.5	3.1	5.8
Bourbon	299	38	29	7.5	5.2	6.5
Knott	111	11	9	7.3	4.7	5.3

TABLE 20. ACCIDENTS INVOLVING ALCOHOL BY COUNTY AND POPULATION CATEGORY (IN ORDER OF DECREASING PERCENTAGES) (continued)

	NUMBER OF ALCOHOL-RELATED ACCIDENTS (1984-1988)			PERCENT OF TOTAL ACCIDENTS INVOLVING ALCOHOL		
COUNTY	ALL	AGES 16-18	AGES 19-20	ALL	AGES 16-18	AGES 19-20
Shelby	356	36	42	7.3	4.4	8.3
Mercer	253	36	26	7.2	5.1	6.4
Union	174	17	16	7.0	3.2	6.2
Adair	152	21	13	6.8	4.5	5.0
Woodford	286	33	44	6.8	4.0	8.0
Rowan	259	32	35	6.6	4.3	5.2
Ohio	167	22	24	5.8	4.0	7.5
Logan	226	23	24	5.6	2.8	4.5
Montgomery	222	29	27	5.6	3.4	5.7
Hart	93	11	7	5.3	4.4	3.7
Harrison	146	21	23	5.2	4.0	7.3
Taylor	186	39	19	5.1	4.7	4.1
Johnson	158	19	29	5.1	3.7	7.7
Wayne	99	14	17	4.8	2.8	6.5
Mason	208	23	20	4.8	3.8	4.5
Grayson	159	17	20	4.8	2.4	4.7
Scott	228	25	32	4.5	2.8	6.0
Breckinridge	75	8	15	4.1	2.0	6.4
			POPULATION CATEGORY 25,000 - 50,000			
Whitley	491	27	32	9.6	3.3	5.4
Knox	340	54	41	8.4	7.2	8.0
Nelson	418	58	60	7.9	4.6	8.6
Floyd	494	57	44	7.8	5.6	5.8
Harlan	413	46	57	7.7	5.7	9.7
Carter	222	25	16	7.4	4.4	4.0
Perry	380	34	39	6.9	3.8	6.2
Pulaski	548	45	43	6.7	2.7	4.3
Bell	313	28	27	6.4	3.9	5.0
Letcher	164	20	21	6.4	5.6	7.8
Oldham	270	36	30	6.2	3.3	6.7
Franklin	586	73	64	5.9	4.3	6.0
Laurel	417	60	41	5.9	4.7	5.0
Boone	923	101	109	5.9	3.2	5.9
Clark	370	36	35	5.8	3.0	5.3
Marshall	214	34	24	5.6	3.7	4.5
Greenup	262	35	32	5.4	3.4	5.9
Bullitt	345	51	59	5.4	3.4	6.8
Muhlenberg	270	43	29	5.3	4.1	5.0
Graves	309	33	30	5.3	2.7	4.5
Calloway	265	41	40	5.1	3.5	4.7
Henderson	528	59	65	4.8	2.8	5.4
Jessamine	231	24	23	4.5	2.4	3.6
Hopkins	393	45	46	4.0	2.2	4.1
Boyle	205	24	25	3.9	2.7	4.4
Barren	240	37	33	3.6	2.9	4.2
			POPULATION CATEGORY OVER 50,000			
Madison	911	107	137	6.9	5.1	6.7
Christian	774	65	93	6.8	3.7	6.3
Kenton	2182	179	258	6.5	3.3	6.9
Pike	707	75	83	6.4	4.3	6.2
McCracken	961	99	93	6.2	3.2	5.4
Campbell	904	78	103	5.4	2.7	5.0
Fayette	3226	284	358	5.3	3.5	4.8
Warren	1076	95	126	5.1	2.5	4.2
Hardin	791	88	118	5.1	3.3	5.8
Daviess	1015	184	103	5.0	4.1	4.1
Jefferson	7532	703	786	4.5	2.8	4.2
Boyd	505	62	55	4.3	3.2	4.6

TABLE 21. ACCIDENTS INVOLVING ALCOHOL BY CITY AND POPULATION CATEGORY (IN ORDER OF DECREASING PERCENTAGES)

CITY	NUMBER OF ALCOHOL-RELATED ACCIDENTS (1984-1988)	PERCENTAGE OF ACCIDENTS INVOLVING ALCOHOL
POPULATION CATEGORY OVER 200,000		
Lexington	3,171	5.2
Louisville	3,968	4.3
POPULATION CATEGORY 20,000-55,000		
Covington	1,043	6.9
Newport	327	5.4
Paducah	616	5.3
Richmond	392	5.3
Hopkinsville	372	4.9
Frankfort	323	4.5
Owensboro	667	4.4
Bowling Green	670	4.0
Henderson	324	4.0
Ashland	267	3.3
POPULATION CATEGORY 10,000-19,999		
Fort Thomas	97	5.5
Radcliff	192	4.6
Middlesboro	117	4.4
Erlanger	183	4.2
Winchester	169	4.1
Florence	365	4.0
Shively	226	3.9
Nicholasville	94	3.5
Jeffersontown	159	3.4
Murray	111	3.0
Elizabethtown	203	3.0
Glasgow	115	2.9
Georgetown	78	2.8
Somerset	117	2.7
Danville	100	2.7
Mayfield	82	2.3
Madisonville	126	2.2
St. Matthews	114	2.0
POPULATION CATEGORY 5,000-9,999		
Villa Hills	34	9.3
Independence	138	8.0
Fort Mitchell	94	7.4
Elsmere	71	5.9
Lebanon	102	5.8
Dayton	45	5.7
Princeton	83	5.7
Paris	128	5.5
Russellville	127	5.4
Bellevue	63	5.3
Mount Sterling	122	5.3
Central City	76	5.2
Pikeville	119	5.1
Lawrenceburg	54	4.5
Berea	73	4.4
Harrodsburg	94	4.3
Bardstown	113	4.3
Versailles	85	4.0
Shelbyville	83	3.9
Williamsburg	44	3.6
Flatwoods	39	3.6
Monticello	59	3.6
Cynthiana	54	3.4
Edgewood	41	3.3
Maysville	97	3.3
Campbellsville	88	3.3
Franklin	62	3.2
Hazard	64	3.2
Corbin	89	3.2
Morehead	71	3.1
POPULATION CATEGORY 2,500-4,999		
Vine Grove	54	14.0
Hickman	27	8.4
Cumberland	38	8.1
Ludlow	49	7.5
Lakeside Park	40	7.4
Carrollton	74	7.2
Fort Wright	138	6.7
Dawson Springs	29	6.0
Olive Hill	20	5.9
Taylor Mill	39	5.8
Catlettsburg	42	5.6
Park Hills	25	5.6
Fulton	38	5.0
Williamstown	24	5.0
Stanford	33	4.8
Pineville	37	4.4
LaGrange	43	4.3
Barbourville	42	4.3
Beaver Dam	31	4.1
Prestonsburg	70	4.0
Mount Washington	29	4.0
Providence	25	3.8
Irvine	31	3.8
Jenkins	7	3.7
Columbia	49	3.7
Tompkinsville	24	3.7
Russell	58	3.6
Marion	26	3.6
Stanton	15	3.5
Southgate	19	3.5
Shepherdsville	63	3.4
Harlan	47	3.3
Hartford	3	3.1
Springfield	23	3.1
Alexandria	34	3.0
Scottsville	45	2.9
Morganfield	25	2.9
Flemingsburg	20	2.9
Benton	35	2.8
Grayson	27	2.8
Lancaster	18	2.7
London	70	2.4
Jackson	18	2.4
Paintsville	36	2.0
Leitchfield	34	2.0
Highland Heights	28	1.9
Greenville	18	1.8
Wilmore	2	1.5

TABLE 22. SUMMARY OF ALCOHOL CONVICTIONS BY COUNTY (1984-1988 DATA)

COUNTY	ALCOHOL CONVICTIONS PER CALENDAR YEAR 1984	1985	1986	1987	1988	TOTAL ALCOHOL CONVICTIONS (FIVE YEARS)	ANNUAL AVERAGE ALCOHOL CONVICTIONS PER 1,000 LICENSED DRIVERS	ALCOHOL CONVICTIONS PER ALCOHOL-RELATED ACCIDENT
Adair	142	85	99	113	99	538	11.7	3.5
Allen	46	67	102	96	84	395	8.7	2.4
Anderson	89	57	79	99	95	419	9.1	3.4
Ballard	60	39	64	69	51	283	9.2	3.7
Barren	227	324	262	281	205	1,299	11.7	5.4
Bath	56	84	68	30	57	295	9.6	3.2
Bell	513	427	483	359	319	2,101	23.7	6.7
Boone	500	474	484	464	348	2,270	12.9	2.5
Bourbon	218	228	167	174	174	961	15.5	3.2
Boyd	385	473	349	331	309	1,847	10.5	3.7
Boyle	212	134	129	148	115	738	8.8	3.6
Bracken	78	51	22	34	32	217	8.9	3.8
Breathitt	125	50	98	109	67	449	10.6	2.9
Breckinridge	90	58	80	58	82	368	6.9	4.9
Bullitt	432	420	390	304	192	1,738	11.8	5.0
Butler	82	56	66	40	45	289	8.3	4.0
Caldwell	91	109	107	89	90	486	10.6	2.6
Calloway	181	236	179	152	180	928	9.7	3.5
Campbell	538	606	558	440	361	2,503	9.6	2.8
Carlisle	25	15	14	14	16	84	4.2	2.7
Carroll	102	125	101	81	116	525	16.9	2.9
Carter	303	176	195	136	116	926	12.7	4.2
Casey	67	39	76	129	124	435	9.8	6.0
Christian	434	756	802	576	396	2,964	18.9	3.8
Clark	356	342	308	241	289	1,536	15.9	4.2
Clay	107	134	252	269	243	1,005	17.6	4.7
Clinton	66	62	88	63	55	334	11.4	4.2
Crittenden	86	59	54	27	45	271	8.8	3.5
Cumberland	51	31	53	48	67	250	11.2	6.1
Daviess	1,026	801	726	722	772	4,047	13.7	4.0
Edmonson	37	43	38	31	31	180	5.4	2.4
Elliott	40	32	29	17	20	138	7.4	3.2
Estill	82	114	89	106	119	510	11.4	5.0
Fayette	2,680	1,940	1,460	1,957	2,128	10,165	14.3	3.2
Fleming	83	57	47	67	60	314	8.1	3.6
Floyd	527	463	750	629	519	2,888	22.8	5.8
Franklin	564	540	439	365	403	2,311	16.0	3.9
Fulton	98	110	132	85	64	489	17.3	5.3
Gallatin	38	65	43	21	36	203	12.1	2.7
Garrard	86	59	109	92	51	397	10.8	5.5
Grant	121	130	227	245	169	892	18.4	4.2
Graves	144	135	162	162	188	791	6.9	2.6
Grayson	153	144	108	111	141	657	9.7	4.1
Green	33	38	28	26	20	145	4.1	3.5
Greenup	305	348	322	265	263	1,503	12.1	5.7
Hancock	36	33	21	32	30	152	5.6	3.3
Hardin	610	519	352	448	494	2,423	10.1	3.1
Harlan	523	370	372	334	345	1,944	17.3	4.7
Harrison	74	69	64	40	58	305	5.8	2.1
Hart	97	106	114	100	71	488	9.9	5.2
Henderson	570	508	473	404	380	2,335	16.0	4.4
Henry	98	104	103	102	120	527	12.1	2.8
Hickman	40	45	19	10	12	126	6.3	3.0
Hopkins	363	424	376	456	309	1,928	12.5	4.9
Jackson	64	97	95	78	51	385	11.7	5.5
Jefferson	4,538	4,249	6,006	5,745	4,949	25,487	11.4	3.4
Jessamine	343	208	199	203	166	1,119	12.6	4.8
Johnson	247	128	245	170	183	973	13.5	6.2
Kenton	1,098	1,133	1,182	985	938	5,336	12.1	2.4
Knott	139	170	177	125	125	736	15.8	6.6
Knox	309	297	300	236	302	1,444	19.2	4.2
Larue	104	56	69	99	98	426	10.5	3.2
Laurel	433	423	554	475	505	2,390	19.2	5.7
Lawrence	137	101	124	101	125	588	15.0	6.3
Lee	27	43	104	91	66	331	15.5	9.5
Leslie	119	136	111	58	70	494	13.2	4.5
Letcher	206	151	171	134	161	823	10.0	5.0
Lewis	54	94	94	80	74	396	9.8	3.0
Lincoln	126	115	119	123	124	607	10.5	3.7

TABLE 22. SUMMARY OF ALCOHOL CONVICTIONS BY COUNTY (1984-1988 DATA) (continued)

COUNTY	ALCOHOL CONVICTIONS PER CALENDAR YEAR					TOTAL ALCOHOL CONVICTIONS (FIVE YEARS)	ANNUAL AVERAGE ALCOHOL CONVICTIONS PER 1,000 LICENSED DRIVERS	ALCOHOL CONVICTIONS PER ALCOHOL-RELATED ACCIDENT
	1984	1985	1986	1987	1988			
Livingston	31	57	76	51	52	267	8.3	3.1
Logan	188	212	270	220	195	1,085	13.6	4.8
Lyon	48	44	46	39	28	205	10.1	6.4
McCracken	958	842	765	626	598	3,789	17.0	3.9
McCreary	163	159	105	136	112	675	15.4	6.4
McLean	49	47	35	33	31	195	5.5	2.6
Madison	761	696	701	754	624	3,536	22.3	3.9
Magoffin	59	41	155	134	143	532	14.9	4.1
Marion	112	119	95	125	72	523	9.7	2.0
Marshall	222	178	148	138	148	834	8.7	3.9
Martin	148	113	167	109	143	680	17.7	13.9
Mason	144	170	200	133	131	778	14.4	3.7
Meade	263	197	165	115	132	872	15.4	2.7
Menifee	21	18	23	20	15	97	5.8	2.4
Mercer	146	173	158	131	142	750	11.6	3.0
Metcalfe	60	33	48	48	59	248	8.5	6.4
Monroe	27	37	87	91	59	301	7.9	5.5
Montgomery	156	207	189	225	189	966	15.5	4.4
Morgan	50	43	84	56	108	341	10.3	4.1
Muhlenberg	250	192	204	211	196	1,053	10.0	3.9
Nelson	439	236	193	162	194	1,224	12.9	2.9
Nicholas	26	7	24	32	46	135	5.9	3.1
Ohio	114	91	171	132	109	617	8.7	3.7
Oldham	151	139	213	189	182	874	9.3	3.2
Owen	29	29	33	36	38	165	6.2	3.1
Owsley	19	55	59	53	25	211	14.0	4.7
Pendleton	35	28	39	49	61	212	5.8	2.3
Perry	272	365	506	364	330	1,837	20.3	4.8
Pike	634	682	944	611	447	3,318	15.1	4.7
Powell	77	60	92	58	56	343	9.9	3.9
Pulaski	239	181	283	267	224	1,194	8.0	2.2
Robertson	6	6	4	10	3	29	4.0	3.2
Rockcastle	77	94	145	103	73	492	11.3	2.8
Rowan	291	232	309	401	450	1,683	32.3	6.5
Russell	73	112	104	99	97	485	10.4	5.1
Scott	203	196	238	231	168	1,036	14.1	4.5
Shelby	356	338	239	206	209	1,348	17.0	3.8
Simpson	76	107	124	98	80	485	9.7	3.6
Spencer	57	20	21	26	29	153	6.8	2.4
Taylor	86	137	142	119	155	639	9.2	3.4
Todd	40	40	62	69	47	258	7.4	3.2
Trigg	85	79	115	73	104	456	12.6	4.4
Trimble	21	20	27	19	22	109	5.4	3.0
Union	204	130	159	116	117	726	13.6	4.2
Warren	1,247	1,061	1,146	954	833	5,241	28.5	4.9
Washington	39	47	44	35	33	198	6.3	2.9
Wayne	115	93	83	52	53	396	9.1	4.0
Webster	81	52	58	62	79	332	7.9	2.7
Whitley	226	231	211	210	220	1,098	13.4	2.2
Wolfe	61	26	36	24	36	183	9.2	1.9
Woodford	157	159	165	162	171	814	15.2	2.8
TOTAL	31.426	28,946	31,592	28.921	26,980	147,865	12.9	3.7

TABLE 23. ALCOHOL CONVICTION RATES IN DECREASING ORDER (BY COUNTY POPULATION CATEGORIES)(1984-1988)

POPULATION CATEGORY	COUNTY	ANNUAL AVERAGE ALCOHOL CONVICTIONS PER 1,000 LICENSED DRIVERS	COUNTY	ALCOHOL CONVICTIONS PER ALCOHOL-RELATED ACCIDENT
UNDER 10,000	Fulton	17.3	Lee	9.5
	Carroll	16.9	Lyon	6.4
	Lee	15.5	Metcalfe	6.4
	Owsley	14.0	Cumberland	6.1
	Trigg	12.6	Fulton	5.3
	Gallatin	12.1	Owsley	4.7
	Clinton	11.4	Trigg	4.4
	Cumberland	11.2	Clinton	4.2
	Lyon	10.1	Bracken	3.8
	Ballard	9.2	Ballard	3.7
	Wolfe	9.2	Crittenden	3.5
	Bracken	8.9	Hancock	3.3
	Crittenden	8.8	Robertson	3.2
	Metcalfe	8.5	Elliott	3.2
	Livingston	8.3	Nicholas	3.1
	Elliott	7.4	Owen	3.1
	Spencer	6.8	Livingston	3.1
	Hickman	6.3	Trimble	3.0
	Owen	6.2	Hickman	3.0
	Nicholas	5.9	Carroll	2.9
	Menifee	5.8	Carlisle	2.7
	Hancock	5.6	Gallatin	2.7
	Trimble	5.4	Edmonson	2.4
	Edmonson	5.4	Spencer	2.4
	Carlisle	4.2	Menifee	2.4
	Robertson	4.0	Wolfe	1.9
10,000 - 14,999	Grant	18.4	Martin	13.9
	Martin	17.7	Lawrence	6.3
	Lawrence	15.0	Casey	6.0
	Magoffin	14.9	Garrard	5.5
	Leslie	13.2	Jackson	5.5
	Henry	12.1	Monroe	5.5
	Jackson	11.7	Russell	5.1
	Estill	11.4	Estill	5.0
	Rockcastle	11.3	Leslie	4.5
	Garrard	10.8	Grant	4.2
	Caldwell	10.6	Magoffin	4.1
	Larue	10.5	Morgan	4.1
	Russell	10.4	Butler	4.0
	Morgan	10.3	Powell	3.9
	Powell	9.9	Simpson	3.6
	Casey	9.8	Fleming	3.6
	Lewis	9.8	Green	3.5
	Simpson	9.7	Anderson	3.4
	Bath	9.6	Bath	3.2
	Anderson	9.1	Todd	3.2
	Allen	8.7	Larue	3.2
	Butler	8.3	Lewis	3.0
	Fleming	8.1	Washington	2.9
	Monroe	7.9	Rockcastle	2.8
	Webster	7.9	Henry	2.8
	Todd	7.4	Webster	2.7
	Washington	6.3	Caldwell	2.6
	Pendleton	5.8	McLean	2.6
	McLean	5.5	Allen	2.4
	Green	4.1	Pendleton	2.3
15,000 - 24,999	Rowan	32.3	Knott	6.6
	Clay	17.6	Rowan	6.5
	Shelby	17.0	McCreary	6.4
	Knott	15.8	Johnson	6.2
	Bourbon	15.5	Hart	5.2
	Montgomery	15.5	Breckinridge	4.9
	McCreary	15.4	Logan	4.8
	Meade	15.4	Clay	4.7
	Woodford	15.2	Scott	4.5
	Mason	14.4	Montgomery	4.4
	Scott	14.1	Union	4.2
	Logan	13.6	Grayson	4.1

TABLE 23. ALCOHOL CONVICTION RATES IN DECREASING ORDER (BY COUNTY POPULATION CATEGORIES)(1984-1988)(continued)

POPULATION CATEGORY	COUNTY	ANNUAL AVERAGE ALCOHOL CONVICTIONS PER 1,000 LICENSED DRIVERS	COUNTY	ALCOHOL CONVICTIONS PER ALCOHOL-RELATED ACCIDENT
15,000 - 24,999 (cont.)	Union	13.6	Wayne	4.0
	Johnson	13.5	Shelby	3.8
	Adair	11.7	Mason	3.7
	Mercer	11.6	Ohio	3.7
	Breathitt	10.6	Lincoln	3.7
	Lincoln	10.5	Adair	3.5
	Hart	9.9	Taylor	3.4
	Marion	9.7	Bourbon	3.2
	Grayson	9.7	Mercer	3.0
	Taylor	9.2	Breathitt	2.9
	Wayne	9.1	Woodford	2.8
	Ohio	8.7	Meade	2.7
	Breckinridge	6.9	Harrison	2.1
	Harrison	5.8	Marion	2.0
25,000 - 50,000	Bell	23.7	Bell	6.7
	Floyd	22.8	Floyd	5.8
	Perry	20.3	Greenup	5.7
	Laurel	19.2	Laurel	5.7
	Knox	19.2	Barren	5.4
	Harlan	17.3	Bullitt	5.0
	Henderson	16.0	Letcher	5.0
	Franklin	16.0	Hopkins	4.9
	Clark	15.9	Jessamine	4.8
	Whitley	13.4	Perry	4.8
	Boone	12.9	Harlan	4.7
	Nelson	12.9	Henderson	4.4
	Carter	12.7	Knox	4.2
	Jessamine	12.6	Carter	4.2
	Hopkins	12.5	Clark	4.2
	Greenup	12.1	Franklin	3.9
	Bullitt	11.8	Muhlenberg	3.9
	Barren	11.7	Marshall	3.9
	Muhlenberg	10.0	Boyle	3.6
	Letcher	10.0	Calloway	3.5
	Calloway	9.7	Oldham	3.2
	Oldham	9.3	Nelson	2.9
	Boyle	8.8	Graves	2.6
	Marshall	8.7	Boone	2.5
	Pulaski	8.0	Whitley	2.2
	Graves	6.9	Pulaski	2.2
OVER 50,000	Warren	28.5	Warren	4.9
	Madison	22.3	Pike	4.7
	Christian	18.9	Daviess	4.0
	McCracken	17.0	McCracken	3.9
	Pike	15.1	Madison	3.9
	Fayette	14.3	Christian	3.8
	Daviess	13.7	Boyd	3.7
	Kenton	12.1	Jefferson	3.4
	Jefferson	11.4	Fayette	3.2
	Boyd	10.5	Hardin	3.1
	Hardin	10.1	Campbell	2.8
	Campbell	9.6	Kenton	2.4

TABLE 24. PERCENTAGE OF DRIVERS CONVICTED OF DUI ARREST (BY COUNTY)

COUNTY	1983 - 1986, & 1988 TOTAL DUI ARRESTS	1983 - 1986, & 1988 TOTAL DUI CONVICTIONS	1983 - 1986, & 1988 CONVICTION PERCENTAGE	1985 - 1986, & 1988 TOTAL DUI ARRESTS	1985 - 1986, & 1988 TOTAL DUI CONVICTIONS	1985 - 1986, & 1988 CONVICTION PERCENTAGE
Adair	890	548	61.6	475	283	59.6
Allen	431	322	74.7	297	253	85.2
Anderson	677	391	57.8	394	231	58.6
Ballard	305	245	80.3	167	154	92.2
Barren	1,823	1,229	67.4	1,100	791	71.9
Bath	366	280	76.5	241	209	86.7
Bell	3,102	2,089	67.3	1,754	1,229	70.1
Boone	4,693	2,169	46.2	2,871	1,306	45.5
Bourbon	1,198	950	79.3	660	569	86.2
Boyd	2,618	1,663	63.5	1,607	1,131	70.4
Boyle	911	710	77.9	459	378	82.4
Bracken	308	253	82.1	127	105	82.7
Breathitt	1,321	378	28.6	804	215	26.7
Breckinridge	428	377	88.1	256	220	85.9
Bullitt	3,546	1,643	46.3	2,079	1,002	48.2
Butler	329	279	84.8	202	167	82.7
Caldwell	698	482	69.1	434	306	70.5
Calloway	1,118	891	79.7	692	595	86.0
Campbell	3,458	2,403	69.5	2,138	1,525	71.3
Carlisle	101	84	83.2	52	45	86.5
Carroll	904	504	55.8	520	342	65.8
Carter	1,288	915	71.0	681	487	71.5
Casey	866	398	46.0	555	239	43.1
Christian	4,739	2,656	56.0	3,228	1,954	60.5
Clark	2,513	1,541	61.3	1,407	939	66.7
Clay	1,496	774	51.7	1,022	629	61.5
Clinton	669	307	45.9	388	205	52.8
Crittenden	395	309	78.2	182	158	86.8
Cumberland	387	241	62.3	238	151	63.4
Daviess	5,510	4,131	75.0	2,915	2,299	78.9
Edmonson	366	193	52.7	216	112	51.9
Elliott	204	165	80.9	129	81	62.8
Estill	864	444	51.4	502	322	64.1
Fayette	13,708	10,734	78.3	6,151	5,528	89.9
Fleming	394	290	73.6	217	164	75.6
Floyd	3,636	2,612	71.8	2,317	1,732	74.8
Franklin	3,713	2,342	63.1	1,959	1,382	70.5
Fulton	743	467	62.9	432	306	70.8
Gallatin	399	215	53.9	233	144	61.8
Garrard	518	344	66.4	326	219	67.2
Grant	1,271	770	60.6	831	526	63.3
Graves	1,136	722	63.6	594	485	81.6
Grayson	805	624	77.5	489	393	80.4
Green	328	143	43.6	147	86	58.5
Greenup	2,126	1,349	63.5	1,485	933	62.8
Hancock	240	169	70.4	110	84	76.4
Hardin	5,030	2,321	46.1	2,818	1,365	48.4
Harlan	3,586	1,843	51.4	2,002	1,087	54.3
Harrison	456	316	69.3	252	191	75.8
Hart	612	478	78.1	373	291	78.0
Henderson	3,477	2,322	66.8	1,756	1,361	77.5
Henry	626	490	78.3	406	327	80.5
Hickman	247	138	55.9	113	76	67.3
Hopkins	2,667	1,804	67.6	1,462	1,109	75.9
Jackson	487	335	68.8	341	243	71.3
Jefferson	33,649	22,429	66.7	22,175	15,204	68.6
Jessamine	1,431	1,164	81.3	676	573	84.8
Johnson	1,367	971	71.0	647	556	85.9
Kenton	8,895	5,127	57.6	5,111	3,253	63.6
Knott	1,390	635	45.7	717	472	65.8
Knox	2,165	1,367	63.1	1,196	899	75.2
Larue	482	395	82.0	262	223	85.1
Laurel	3,178	2,297	72.3	1,855	1,482	79.9
Lawrence	901	569	63.2	565	350	61.9
Lee	469	278	59.3	312	213	68.3
Leslie	964	467	48.4	571	317	55.5
Letcher	1,288	820	63.7	797	483	60.6
Lewis	545	342	62.8	332	262	78.9
Lincoln	663	563	84.9	425	358	84.2

TABLE 24. PERCENTAGE OF DRIVERS CONVICTED OF DUI ARREST (BY COUNTY) (continued)

COUNTY	1983 - 1986, & 1988 TOTAL DUI ARRESTS	1983 - 1986, & 1988 TOTAL DUI CONVICTIONS	1983 - 1986, & 1988 CONVICTION PERCENTAGE	1985 - 1986, & 1988 TOTAL DUI ARRESTS	1985 - 1986, & 1988 TOTAL DUI CONVICTIONS	1985 - 1986, & 1988 CONVICTION PERCENTAGE
Livingston	495	268	54.1	305	185	60.7
Logan	1,619	945	58.4	989	677	68.5
Lyon	184	180	97.8	100	118	118.0
McCracken	6,123	3,825	62.5	3,186	2,205	69.2
McCreary	897	755	84.2	545	376	69.0
McLean	238	185	77.7	146	113	77.4
Madison	6,381	3,440	53.9	3,671	2,021	55.1
Magoffin	839	405	48.3	516	339	65.7
Marion	1,366	481	35.2	650	286	44.0
Marshall	1,084	861	79.4	527	474	89.9
Martin	987	662	67.1	543	423	77.9
Mason	969	746	77.0	589	501	85.1
Meade	1,658	877	52.9	925	494	53.4
Menifee	111	92	82.9	65	56	86.2
Mercer	921	698	75.8	572	473	82.7
Metcalfe	347	254	73.2	221	140	63.3
Monroe	406	226	55.7	307	183	59.6
Montgomery	1,054	882	83.7	681	585	85.9
Morgan	404	320	79.2	315	235	74.6
Muhlenberg	1,595	1,046	65.6	799	592	74.1
Nelson	1,909	1,265	66.3	885	623	70.4
Nicholas	184	121	65.8	125	77	61.6
Ohio	856	593	69.3	490	371	75.7
Oldham	1,562	768	49.2	931	534	57.4
Owen	293	155	52.9	178	100	56.2
Owsley	316	173	54.7	237	139	58.6
Pendleton	406	205	50.5	243	128	52.7
Perry	2,967	1,579	53.2	2,103	1,201	57.1
Pike	5,471	3,095	56.6	3,504	2,073	59.2
Powell	686	341	49.7	470	208	44.3
Pulaski	1,722	1,141	66.3	931	688	73.9
Robertson	67	22	32.8	47	13	27.7
Rockcastle	865	442	51.1	621	312	50.2
Rowan	2,186	1,428	65.3	1,280	991	77.4
Russell	864	473	54.7	475	313	65.9
Scott	1,238	936	75.6	832	602	72.4
Shelby	2,145	1,352	63.0	1,199	786	65.6
Simpson	726	424	58.4	418	311	74.4
Spencer	312	146	46.8	156	70	44.9
Taylor	996	592	59.4	636	434	68.2
Todd	717	224	31.2	407	149	36.6
Trigg	646	439	68.0	410	298	72.7
Trimble	269	105	39.0	127	69	54.3
Union	933	792	84.9	453	406	89.6
Warren	8,495	4,917	57.9	4,319	3,040	70.4
Washington	361	177	49.0	219	124	56.6
Wayne	567	405	71.4	289	229	79.2
Webster	337	297	88.1	206	189	91.7
Whitley	1,667	1,028	61.7	1,075	662	61.6
Wolfe	336	196	58.3	169	98	58.0
Woodford	905	727	80.3	575	495	86.1
TOTAL	220,796	139,922	63.4	128,909	87,518	67.9

TABLE 25. DUI ARREST CONVICTION RATES BY COUNTY AND POPULATION CATEGORY
(IN DESCENDING ORDER)(1983-1986,&1988)

POPULATION CATEGORY	AVERAGE CONVICTION PERCENTAGE	COUNTY	TOTAL ARRESTS	TOTAL CONVICTIONS	CONVICTION PERCENTAGE
UNDER 10,000	61.5	Lyon	184	180	97.8
		Carlisle	101	84	83.2
		Menifee	111	92	82.9
		Bracken	308	253	82.1
		Elliott	204	165	80.9
		Ballard	305	245	80.3
		Crittenden	395	309	78.2
		Metcalfe	347	254	73.2
		Hancock	240	169	70.4
		Trigg	646	439	68.0
		Nicholas	184	121	65.8
		Fulton	743	467	62.9
		Cumberland	387	241	62.3
		Lee	469	278	59.3
		Wolfe	336	196	58.3
		Hickman	247	138	55.9
		Carroll	904	504	55.8
		Owsley	316	173	54.7
		Livingston	495	268	54.1
		Gallatin	399	215	53.9
		Owen	293	155	52.9
		Edmonson	366	193	52.7
		Spencer	312	146	46.8
		Clinton	669	307	45.9
		Trimble	269	105	39.0
		Robertson	67	22	32.8
10,000 - 14,999	59.9	Webster	337	297	88.1
		Butler	329	279	84.8
		Larue	482	395	82.0
		Morgan	404	320	79.2
		Henry	626	490	78.3
		McLean	238	185	77.7
		Bath	366	280	76.5
		Allen	431	322	74.7
		Fleming	394	290	73.6
		Caldwell	698	482	69.1
		Jackson	487	335	68.8
		Martin	987	662	67.1
		Garrard	518	344	66.4
		Lawrence	901	569	63.2
		Lewis	545	342	62.8
		Grant	1,271	770	60.6
		Simpson	726	424	58.4
		Anderson	677	391	57.8
		Monroe	406	226	55.7
		Russell	864	473	54.7
		Estill	864	444	51.4
		Rockcastle	865	442	51.1
		Pendleton	406	205	50.5
		Powell	686	341	49.7
		Washington	361	177	49.0
		Leslie	964	467	48.4
		Magoffin	839	405	48.3
		Casey	866	398	46.0
		Green	328	143	43.6
		Todd	717	224	31.2
15,000 - 24,999	65.1	Breckinridge	428	377	88.1
		Lincoln	663	563	84.9
		Union	933	792	84.9
		McCreary	897	755	84.2
		Montgomery	1,054	882	83.7
		Woodford	905	727	80.3
		Bourbon	1,198	950	79.3
		Hart	612	478	78.1
		Grayson	805	624	77.5
		Mason	969	746	77.0
		Mercer	921	698	75.8
		Scott	1,238	936	75.6

TABLE 25. DUI ARREST CONVICTION RATES BY COUNTY AND POPULATION CATEGORY (IN DESCENDING ORDER)(1983-1986,&1988)(continued)

POPULATION CATEGORY	AVERAGE CONVICTION PERCENTAGE	COUNTY	TOTAL ARRESTS	TOTAL CONVICTIONS	CONVICTION PERCENTAGE
15,000 - 24,999 (cont.)	65.1	Wayne	567	405	71.4
		Johnson	1,367	971	71.0
		Harrison	456	316	69.3
		Ohio	856	593	69.3
		Rowan	2,186	1,428	65.3
		Shelby	2,145	1,352	63.0
		Adair	890	548	61.6
		Taylor	996	592	59.4
		Logan	1,619	945	58.4
		Meade	1,658	877	52.9
		Clay	1,496	774	51.7
		Knott	1,390	635	45.7
		Marion	1,366	481	35.2
		Breathitt	1,321	378	28.6
25,000 - 50,000	62.6	Jessamine	1,431	1,164	81.3
		Calloway	1,118	891	79.7
		Marshall	1,084	861	79.4
		Boyle	911	710	77.9
		Laurel	3,178	2,297	72.3
		Floyd	3,636	2,612	71.8
		Carter	1,288	915	71.0
		Hopkins	2,667	1,804	67.6
		Barren	1,823	1,229	67.4
		Bell	3,102	2,089	67.3
		Henderson	3,477	2,322	66.8
		Nelson	1.909	1,265	66.3
		Pulaski	1,722	1,141	66.3
		Muhlenberg	1,595	1,046	65.6
		Letcher	1,288	820	63.7
		Graves	1,136	722	63.6
		Greenup	2,126	1,349	63.5
		Knox	2,165	1,367	63.1
		Franklin	3,713	2,342	63.1
		Whitley	1,667	1,028	61.7
		Clark	2,513	1,541	61.3
		Perry	2,967	1,579	53.2
		Harlan	3,586	1,843	51.4
		Oldham	1,562	768	49.2
		Bullitt	3,546	1,643	46.3
		Boone	4,693	2,169	46.2
OVER 50,000	64.1	Fayette	13,708	10,734	78.3
		Daviess	5,510	4,131	75.0
		Campbell	3,458	2,403	69.5
		Jefferson	33,649	22,429	66.7
		Boyd	2,618	1,663	63.5
		McCracken	6,123	3,825	62.5
		Warren	8,495	4,917	57.9
		Kenton	8,895	5,127	57.6
		Pike	5,471	3,095	56.6
		Christian	4,739	2,656	56.0
		Madison	6,381	3,440	53.9
		Hardin	5,030	2,321	46.1

TABLE 26. SUMMARY OF RECKLESS DRIVING CONVICTIONS BY COUNTY (1984-1988 DATA)

COUNTY	RECKLESS DRIVING CONVICTIONS PER CALENDAR YEAR					TOTAL RECKLESS DRIVING CONVICTIONS (FIVE YEARS)	ANNUAL AVERAGE RECKLESS DRIVING CONVICTIONS PER 1,000 LICENSED DRIVERS
	1984	1985	1986	1987	1988		
Adair	18	1	15	32	43	109	2.4
Allen	18	17	39	22	26	122	2.7
Anderson	35	36	17	29	26	143	3.1
Ballard	6	2	15	10	7	40	1.3
Barren	65	78	74	76	60	353	3.2
Bath	15	16	10	11	5	57	1.9
Bell	66	66	40	27	15	214	2.4
Boone	240	382	324	341	328	1,615	9.2
Bourbon	71	58	54	62	44	289	4.7
Boyd	157	101	76	79	65	478	2.7
Boyle	47	20	23	18	17	125	1.5
Bracken	26	23	23	10	18	100	4.1
Breathitt	16	12	32	17	15	92	2.2
Breckinridge	11	7	19	9	5	51	1.0
Bullitt	94	123	128	122	79	546	3.7
Butler	28	9	12	7	17	73	2.1
Caldwell	22	25	30	21	30	128	2.8
Calloway	53	36	23	49	45	206	2.1
Campbell	145	165	170	146	193	819	3.1
Carlisle	5	2	0	7	3	17	0.9
Carroll	15	16	7	8	16	62	2.0
Carter	27	14	21	26	24	112	1.5
Casey	24	10	18	12	17	81	1.8
Christian	217	150	179	124	136	806	5.1
Clark	43	32	32	22	42	171	1.8
Clay	15	20	23	22	73	153	2.7
Clinton	15	8	4	34	33	94	3.2
Crittenden	33	34	20	13	9	109	3.5
Cumberland	19	21	25	20	17	102	4.6
Daviess	116	108	92	101	99	516	1.7
Edmonson	10	11	15	11	8	55	1.6
Elliott	3	5	6	4	17	35	1.9
Estill	33	24	18	29	18	122	2.7
Fayette	567	402	309	398	480	2,156	3.0
Fleming	33	16	24	19	23	115	3.0
Floyd	57	55	70	58	76	316	2.5
Franklin	166	108	110	123	108	615	4.3
Fulton	9	9	8	11	4	41	1.5
Gallatin	15	6	7	7	14	49	2.9
Garrard	15	25	33	41	34	148	4.0
Grant	18	22	24	13	24	101	2.1
Graves	159	43	7	45	52	306	2.7
Grayson	42	30	22	25	40	159	2.3
Green	45	12	15	12	21	105	3.0
Greenup	125	95	85	51	58	414	3.3
Hancock	2	7	3	7	3	22	0.8
Hardin	84	125	135	116	224	684	2.8
Harlan	52	165	179	244	161	801	7.1
Harrison	27	27	22	27	28	131	2.5
Hart	8	7	10	21	11	57	1.2
Henderson	78	43	89	78	77	365	2.5
Henry	17	14	8	13	7	59	1.4
Hickman	10	11	8	3	5	37	1.8
Hopkins	94	102	99	146	113	554	3.6
Jackson	9	9	7	12	7	44	1.3
Jefferson	2,200	2,044	2,418	1,871	1,758	10,291	4.6
Jessamine	57	39	39	50	44	229	2.6
Johnson	57	29	71	25	43	225	3.1
Kenton	372	395	320	345	441	1,873	4.2
Knott	83	23	44	42	43	235	5.1
Knox	52	63	52	50	60	277	3.7
Larue	8	13	15	25	23	84	2.1
Laurel	99	54	79	101	87	420	3.4
Lawrence	36	23	36	22	26	143	3.7
Lee	1	3	6	6	25	41	1.9
Leslie	30	26	24	11	17	108	2.9
Letcher	27	27	42	53	29	178	2.2
Lewis	29	21	25	17	14	106	2.6
Lincoln	10	18	44	24	46	142	2.4

TABLE 26. SUMMARY OF RECKLESS DRIVING CONVICTIONS BY COUNTY (1984-1988 DATA)(continued)

COUNTY	RECKLESS DRIVING CONVICTIONS PER CALENDAR YEAR 1984	1985	1986	1987	1988	TOTAL RECKLESS DRIVING CONVICTIONS (FIVE YEARS)	ANNUAL AVERAGE RECKLESS DRIVING CONVICTIONS PER 1,000 LICENSED DRIVERS
Livingston	27	6	7	16	17	73	2.3
Logan	68	83	65	67	49	332	4.2
Lyon	7	1	5	2	1	16	0.8
McCracken	271	251	178	168	157	1,025	4.6
McCreary	80	65	30	14	39	228	5.2
McLean	9	19	23	21	15	87	2.4
Madison	118	92	92	96	81	479	3.0
Magoffin	34	13	24	17	44	132	3.7
Marion	156	94	117	79	110	556	10.3
Marshall	36	23	19	21	23	122	1.3
Martin	62	25	32	20	40	179	4.7
Mason	38	36	31	15	30	150	2.8
Meade	23	13	17	25	34	112	2.0
Menifee	11	11	4	2	1	29	1.7
Mercer	37	43	31	32	31	174	2.7
Metcalfe	14	13	14	14	32	87	3.0
Monroe	28	33	23	42	36	162	4.3
Montgomery	48	53	31	54	34	220	3.5
Morgan	5	1	4	7	10	27	0.8
Muhlenberg	62	59	34	51	42	248	2.4
Nelson	60	47	59	54	104	324	3.4
Nicholas	4	3	16	12	21	56	2.5
Ohio	26	41	41	43	36	187	2.7
Oldham	16	24	15	17	25	97	1.0
Owen	9	6	7	4	13	39	1.5
Owsley	1	2	8	10	6	27	1.8
Pendleton	12	14	16	18	18	78	2.1
Perry	39	42	108	64	112	365	4.0
Pike	136	130	232	209	212	919	4.2
Powell	29	23	17	13	9	91	2.6
Pulaski	64	47	57	72	61	301	2.0
Robertson	2	3	5	6	5	21	2.9
Rockcastle	21	27	43	44	28	163	3.7
Rowan	26	40	72	58	84	280	5.4
Russell	25	16	20	19	32	112	2.4
Scott	67	75	89	80	72	383	5.2
Shelby	84	64	71	56	41	316	4.0
Simpson	13	13	31	24	23	104	2.1
Spencer	24	17	18	33	14	106	4.7
Taylor	89	47	62	80	101	379	5.4
Todd	9	7	15	21	20	72	2.1
Trigg	28	14	17	12	15	86	2.4
Trimble	7	2	0	2	4	15	0.7
Union	27	26	19	31	33	136	2.6
Warren	292	128	148	150	230	948	5.2
Washington	57	25	32	30	20	164	5.3
Wayne	33	20	27	18	22	120	2.8
Webster	12	10	10	14	21	67	1.6
Whitley	48	60	47	45	51	251	3.1
Wolfe	10	6	19	11	8	54	2.7
Woodford	45	32	39	42	58	216	4.0
TOTAL	8,850	7,688	8,214	7,688	8,101	40,541	3.6

TABLE 27. PERCENTAGE OF ACCIDENTS INVOLVING DRUGS BY COUNTY AND POPULATION CATEGORY
(IN ORDER OF DECREASING PERCENTAGES)

COUNTY	NUMBER OF DRUG-RELATED ACCIDENTS (1984-1988)	PERCENT OF TOTAL ACCIDENTS INVOLVING DRUGS
POPULATION CATEGORY UNDER 10,000		
Robertson	2	2.0
Crittenden	7	0.5
Owsley	2	0.5
Clinton	5	0.4
Cumberland	2	0.3
Trigg	6	0.3
Carlisle	1	0.3
Elliott	1	0.3
Livingston	3	0.3
Lee	2	0.3
Menifee	1	0.3
Nicholas	1	0.2
Hickman	1	0.2
Ballard	2	0.2
Spencer	1	0.2
Lyon	1	0.2
Fulton	2	0.1
Carroll	3	0.1
Gallatin	1	0.1
Bracken	1	0.1
Owen	1	0.1
Edmonson	1	0.1
Wolfe	0	0.0
Hancock	0	0.0
Trimble	0	0.0
Metcalfe	0	0.0
POPULATION CATEGORY 10,000-14,999		
Russell	11	0.8
Casey	4	0.7
Martin	7	0.7
Leslie	5	0.5
Allen	13	0.5
Caldwell	8	0.4
Monroe	3	0.3
Bath	4	0.3
Webster	6	0.3
Lewis	4	0.3
Butler	4	0.2
Green	3	0.2
Henry	5	0.2
Simpson	7	0.2
Jackson	2	0.2
Rockcastle	4	0.2
Pendleton	3	0.2
Fleming	3	0.2
Garrard	2	0.2
Grant	5	0.2
Estill	2	0.1
McLean	1	0.1
Washington	1	0.1
Powell	1	0.1
Magoffin	1	0.1
Lawrence	1	0.1
Larue	1	0.1
Anderson	1	0.0
Todd	0	0.0
Morgan	0	0.0
POPULATION CATEGORY 15,000-24,999		
Clay	47	1.8
Johnson	18	0.6
Rowan	21	0.5
Mercer	14	0.4
Knott	6	0.4
Bourbon	15	0.4
Breathitt	7	0.3
Union	8	0.3
Woodford	13	0.3
McCreary	3	0.3
Ohio	8	0.3
Hart	4	0.2
Scott	11	0.2
Logan	8	0.2
Mason	8	0.2
Shelby	9	0.2
Lincoln	4	0.2
Montgomery	7	0.2
Marion	5	0.2
Meade	4	0.1
Grayson	4	0.1
Taylor	4	0.1
Harrison	3	0.1
Adair	2	0.1
Wayne	1	0.0
Breckinridge	0	0.0
POPULATION CATEGORY 25,000-50,000		
Harlan	38	0.7
Bell	33	0.7
Knox	22	0.5
Whitley	22	0.4
Laurel	29	0.4
Letcher	9	0.3
Perry	19	0.3
Calloway	17	0.3
Oldham	13	0.3
Marshall	11	0.3
Clark	17	0.3
Boone	40	0.3
Floyd	16	0.3
Jessamine	13	0.3
Barren	16	0.2
Graves	14	0.2
Muhlenberg	11	0.2
Franklin	21	0.2
Henderson	23	0.2
Nelson	10	0.2
Bullitt	11	0.2
Pulaski	12	0.1
Carter	4	0.1
Boyle	6	0.1
Hopkins	11	0.1
Greenup	3	0.1
POPULATION CATEGORY OVER 50,000		
Kenton	124	0.4
McCracken	56	0.4
Boyd	41	0.3
Daviess	57	0.3
Campbell	44	0.3
Madison	34	0.3
Fayette	141	0.2
Pike	24	0.2
Christian	24	0.2
Warren	43	0.2
Hardin	20	0.1
Jefferson	200	0.1

TABLE 28. PERCENTAGE OF ACCIDENTS INVOLVING DRUGS BY CITY AND POPULATION CATEGORY (IN ORDER OF DECREASING PERCENTAGES)

CITY	NUMBER OF DRUG-RELATED ACCIDENTS (1984-1988)	PERCENTAGE OF ACCIDENTS INVOLVING DRUGS
POPULATION CATEGORY OVER 200,000		
Lexington	141	0.2
Louisville	101	0.1
POPULATION CATEGORY 20,000-55,000		
Covington	70	0.5
Paducah	48	0.4
Newport	21	0.3
Ashland	24	0.3
Owensboro	42	0.3
Hopkinsville	20	0.3
Henderson	17	0.2
Bowling Green	30	0.2
Richmond	12	0.2
Frankfort	9	0.1
POPULATION CATEGORY 10,000-19,999		
Middlesboro	16	0.6
Fort Thomas	7	0.4
Erlanger	12	0.3
Murray	10	0.3
Winchester	11	0.3
Florence	22	0.2
Mayfield	8	0.2
Georgetown	6	0.2
Glasgow	8	0.2
Somerset	7	0.2
Nicholasville	4	0.1
Jeffersontown	6	0.1
Danville	4	0.1
Radcliff	4	0.1
Madisonville	5	0.1
Elizabethtown	5	0.1
Shively	4	0.1
St. Matthews	1	0.0
POPULATION CATEGORY 5,000-9,999		
Bellevue	6	0.5
Corbin	14	0.5
Princeton	6	0.4
Franklin	7	0.4
Morehead	8	0.4
Central City	5	0.3
Williamsburg	4	0.3
Versailles	7	0.3
Fort Mitchell	4	0.3
Paris	7	0.3
Harrodsburg	6	0.3
Villa Hills	1	0.3
Maysville	6	0.2
Mount Sterling	4	0.2
Russellville	4	0.2
Independence	2	0.1
Campbellsville	3	0.1
Hazard	2	0.1
Pikeville	2	0.1
Elsmere	1	0.1
Edgewood	1	0.1
Cynthiana	1	0.1
Monticello	1	0.1
Berea	1	0.1
Lebanon	1	0.1
Bardstown	1	0.0
Dayton	0	0.0
Shelbyville	0	0.0
Flatwoods	0	0.0
Lawrenceburg	0	0.0
POPULATION CATEGORY 2,500-4,999		
Cumberland	4	0.8
Vine Grove	3	0.8
Fort Wright	16	0.8
Harlan	9	0.6
Pineville	5	0.6
Marion	4	0.5
Paintsville	9	0.5
Prestonsburg	8	0.5
Park Hills	2	0.4
Barbourville	4	0.4
Beaver Dam	3	0.4
Lakeside Park	2	0.4
London	10	0.3
Scottsville	5	0.3
Taylor Mill	2	0.3
Lancaster	2	0.3
Flemingsburg	2	0.3
Mount Washington	2	0.3
Catlettsburg	2	0.3
Fulton	2	0.3
Shepherdsville	4	0.2
Dawson Springs	1	0.2
Ludlow	1	0.2
Providence	1	0.2
Jackson	1	0.1
Leitchfield	2	0.1
Morganfield	1	0.1
Benton	1	0.1
Columbia	1	0.1
LaGrange	0	0.0
Highland Heights	0	0.0
Springfield	0	0.0
Southgate	0	0.0
Tompkinsville	0	0.0
Stanford	0	0.0
Greenville	0	0.0
Stanton	0	0.0
Grayson	0	0.0
Jenkins	0	0.0
Irvine	0	0.0
Alexandria	0	0.0
Carrollton	0	0.0
Olive Hill	0	0.0
Hickman	0	0.0
Wilmore	0	0.0
Russell	0	0.0
Hartford	0	0.0
Williamstown	0	0.0

TABLE 29. SAFETY BELT USAGE (DRIVERS OF PASSENGER CARS INVOLVED IN ACCIDENTS) BY COUNTY AND POPULATION CATEGORY (IN DESCENDING ORDER)(1984-1988)

COUNTY	PERCENT SEAT BELT USAGE	
POPULATION CATEGORY UNDER 10,000		
Nicholas	23.3	
Ballard	21.3	
Gallatin	20.9	
Owen	19.5	
Lyon	18.4	
Trimble	18.3	
Trigg	16.9	
Hancock	16.9	
Carlisle	15.9	
Spencer	15.8	
Carroll	15.5	*
Wolfe	15.5	
Bracken	12.7	*
Elliott	12.0	
Edmonson	10.8	
Menifee	10.5	
Livingston	10.2	
Metcalfe	10.1	
Fulton	9.3	*
Hickman	9.1	
Lee	8.5	
Robertson	6.2	
Crittenden	6.2	
Cumberland	5.1	
Clinton	4.9	
Owsley	4.5	*
POPULATION CATEGORY 10,000-14,999		
Grant	27.5	
Rockcastle	20.1	
Henry	18.7	
Magoffin	17.0	
Webster	16.1	
Anderson	15.7	*
McLean	15.0	
Powell	14.8	
Todd	14.7	
Morgan	14.3	
Lawrence	13.7	
Washington	13.5	
Pendleton	13.4	
Garrard	12.6	
Lewis	10.8	
Simpson	10.8	
Martin	10.6	
Leslie	10.5	
Allen	10.5	
Bath	10.4	
Casey	10.1	
Russell	10.0	
Butler	10.0	
Caldwell	8.9	*
Fleming	8.2	*
Larue	8.1	*
Jackson	6.2	
Green	5.0	*
Monroe	4.3	
Estill	4.3	*
POPULATION CATEGORY 15,000-24,999		
Woodford	21.9	
Scott	21.8	
Shelby	19.1	
Hart	19.0	
Meade	17.0	
Bourbon	13.4	
Rowan	12.7	
Ohio	12.5	
Knott	12.2	
Breckinridge	11.6	
Mason	11.5	
Breathitt	10.3	
Johnson	10.0	
Grayson	9.8	
Lincoln	9.7	
Mercer	9.7	
Harrison	9.3	
Union	8.8	*
Logan	8.7	*
McCreary	8.6	
Marion	8.2	
Adair	7.3	
Clay	7.2	*
Montgomery	6.5	
Wayne	5.4	
Taylor	4.6	
POPULATION CATEGORY 25,000-50,000		
Boone	27.6	
Oldham	25.9	
Franklin	19.8	
Bell	19.1	
Jessamine	18.7	
Greenup	17.2	
Floyd	16.8	
Bullitt	16.1	
Harlan	15.1	*
Clark	14.8	
Nelson	14.6	
Pulaski	14.5	
Henderson	13.9	
Hopkins	13.7	
Letcher	13.5	
Laurel	13.0	
Whitley	12.4	
Muhlenberg	11.7	
Barren	11.2	
Boyle	11.1	
Marshall	10.7	
Perry	10.7	
Knox	9.6	
Graves	8.5	
Calloway	7.8	
Carter	6.8	
POPULATION CATEGORY OVER 50,000		
Fayette	33.5	
Jefferson	29.0	
Warren	25.7	
Campbell	23.4	
Kenton	22.6	
Hardin	21.8	
Christian	19.2	
Madison	17.9	
Boyd	15.5	*
McCracken	13.9	
Pike	13.8	*
Daviess	11.7	

* Counties with potential for intensive promotion campaigns. Selected based on safety belt usage, accident rate, and location in state.

TABLE 30. CHANGE IN SAFETY BELT USAGE FOR 1984-1988 (PASSENGER CAR DRIVERS INVOLVED IN ACCIDENTS) BY POPULATION CATEGORY

	PERCENT USAGE					
	POPULATION CATEGORY					
YEAR	UNDER 10,000	10,000-14,999	15,000-24,999	25,000-50,000	OVER 50,000	ALL
1984	4.5	6.3	4.5	6.0	10.5	8.5
1985	8.5	7.2	7.6	9.8	16.3	13.1
1986	12.4	10.8	10.3	14.6	24.0	19.3
1987	17.6	16.3	15.6	20.4	34.3	27.5
1988	20.5	20.3	20.1	24.8	41.0	33.2
All	13.1	12.8	11.9	15.4	25.6	20.7

TABLE 31. ACCIDENT SEVERITY VERSUS SAFETY BELT USAGE (ALL DRIVERS)*

	NOT WEARING SAFETY BELT		WEARING SAFETY BELT		
TYPE OF INJURY	NUMBER	PERCENT	NUMBER	PERCENT	PERCENT REDUCTION
Fatal	2.009	0.24	132	0.06	75 **
Incapacitating	23,218	2.73	3,721	1.66	39 **
Non-Incapacitating	41,885	4.92	8,346	3.71	24 **
Possible Injury	44,501	5.23	11,603	5.16	1
Fatal or Incapacitating	25,227	2.96	3,853	1.72	42 **

* Based on 1984 through 1988 accident data. Total sample size for not wearing a safety belt was 851,599 compared to 224,661 for wearing a safety belt.

** Statistically significant reduction (probability of 0.99).

TABLE 32. CHANGE IN SEVERITY OF INJURIES BY YEAR
(1984-1988 DATA)

	PERCENTAGE DRIVERS SUSTAINING A GIVEN INJURY				
Type of Injury	1984	1985	1986	1987	1988
	NOT WEARING SAFETY BELT				
Fatal	0.20	0.19	0.25	0.28	0.27
Incapacitating	2.46	2.39	2.66	3.05	3.21
Non-Incapacitating	4.66	4.50	4.86	5.20	5.52
Possible Injury	4.88	4.85	5.04	5.71	5.81
	WEARING SAFETY BELT				
Fatal	0.06	0.08	0.06	0.04	0.07
Incapacitating	1.50	1.53	1.73	1.69	1.68
Non-Incapacitating	3.95	4.00	3.60	3.63	3.68
Possible Injury	5.35	5.16	5.01	5.05	5.30

TABLE 33. POTENTIAL ANNUAL REDUCTION IN TRAFFIC ACCIDENT FATALITIES AND ACCIDENT SAVINGS FROM INCREASE IN DRIVER SAFETY BELT USAGE*

DRIVER USAGE RATE (PERCENT)	POTENTIAL ANNUAL REDUCTION IN NUMBER OF		ANNUAL ACCIDENT SAVINGS (MILLION $) FROM REDUCTION IN		
	FATALITIES	SERIOUS INJURIES**	FATALITIES	SERIOUS INJURIES**	TOTAL
30	17	179	25.5	7.0	32.5
40	54	377	81.0	14.7	95.7
50	91	574	136.5	22.4	158.9
60	129	771	193.5	30.1	223.6
70	166	968	249.0	37.8	286.8
80	203	1,165	304.5	45.4	349.9
90	240	1,362	360.0	53.1	413.1
100	278	1,560	417.0	60.8	477.8

* Based on increase from the 25.5 usage rate determined in the 1989 survey, the percent reductions listed in Table 31, and accident cost estimates recommended by the Federal Highway Administration (11). These costs are $1,500,000 for a fatality and $39,000 for an incapacitating injury.

** Serious injuries were defined as those listed as incapacitating on the accident report.

TABLE 34. USAGE AND EFFECTIVENESS OF CHILD SAFETY SEATS (1984-1988) ACCIDENT DATA FOR CHILDREN (AGE THREE AND UNDER)

		RESTRAINT USED			
VARIABLE	CATEGORY	NONE	SAFETY BELT OR OTHER	CHILD SAFETY SEAT	ANY RESTRAINT
Number With Given Injury	Fatal	34	4	7	11
	Incapacitating	406	53	62	115
	Non-Incapacitating	1,303	238	367	605
	Possible Injury	1,628	318	505	823
	None Detected	21,422	6,724	11,092	17,816
Percent With Given Injury	Fatal	0.14	0.05	0.06	0.06
	Incapacitating	1.64	0.72	0.52	0.59
	Non-Incapacitating	5.26	3.24	3.05	3.12
	Possible Injury	6.57	4.33	4.20	4.25
	None Detected	86.40	91.65	92.18	91.98
Percent Usage By Seat Position	Middle Front	70.0	11.2	18.9	30.0
	Right Front	62.2	19.4	18.4	37.8
	Left Rear	41.3	19.4	39.3	58.7
	Middle Rear	51.3	13.1	35.6	48.7
	Right Rear	39.0	18.5	42.5	61.0
	All Positions	56.1	16.6	27.2	43.9
Percent With Given Injury By Seat Position					
(Middle Front)	Fatal	0.10	0.00	0.05	0.03
	Incapacitating	1.55	0.86	0.56	0.67
	Non-Incapacitating	5.79	4.55	2.75	3.42
	Possible Injury	6.96	4.29	4.93	4.69
	None Detected	85.60	90.30	91.71	91.19
(Right Front)	Fatal	0.20	0.03	0.10	0.07
	Incapacitating	2.03	0.96	0.56	0.77
	Non-Incapacitating	5.66	3.28	3.53	3.40
	Possible Injury	7.88	5.14	5.03	5.09
	None Detected	84.23	90.58	90.77	90.67
(Left Rear)	Fatal	0.04	0.08	0.08	0.08
	Incapacitating	1.58	0.75	0.33	0.47
	Non-Incapacitating	3.75	3.35	3.06	3.16
	Possible Injury	4.26	2.51	4.01	3.52
	None Detected	90.37	93.29	92.51	92.77
(Middle Rear)	Fatal	0.12	0.16	0.00	0.04
	Incapacitating	1.03	0.31	0.51	0.46
	Non-Incapacitating	4.75	1.86	2.74	2.50
	Possible Injury	5.14	3.88	3.53	3.63
	None Detected	88.96	93.80	93.22	93.37
(Right Rear)	Fatal	0.14	0.08	0.03	0.05
	Incapacitating	1.11	0.23	0.59	0.48
	Non-Incapacitating	4.31	2.58	2.96	2.85
	Possible Injury	4.34	4.40	3.46	3.74
	None Detected	90.09	92.72	92.95	92.88
YEAR	1984	4,806	654	1,819	2,473
	1985	4,642	937	2,172	3,109
	1986	4,274	1,252	2,381	3,633
	1987	6,000	2,096	2,572	4,668
	1988	5,071	2,398	3,089	5,487

TABLE 35. PERCENTAGE OF ACCIDENTS INVOLVING UNSAFE SPEED BY COUNTY AND POPULATION CATEGORY
(IN ORDER OF DECREASING PERCENTAGES)

COUNTY	NUMBER OF SPEED-RELATED ACCIDENTS (1984-1988)	PERCENT OF TOTAL ACCIDENTS INVOLVING SPEEDING
POPULATION CATEGORY UNDER 10,000		
Spencer	116	22.4
Gallatin	167	20.7
Elliott	54	18.0
Edmonson	205	17.9
Menifee	61	16.6
Trimble	109	15.9
Ballard	167	15.8
Wolfe	146	15.7
Robertson	15	15.2
Lee	103	14.5
Owsley	51	13.4
Carlisle	45	13.1
Lyon	75	13.1
Metcalfe	101	12.7
Carroll	279	12.5
Livingston	119	11.4
Bracken	92	11.1
Hickman	60	10.9
Owen	115	10.5
Trigg	164	9.4
Nicholas	41	8.9
Cumberland	42	7.4
Clinton	82	6.7
Fulton	70	5.8
Crittenden	67	5.6
Hancock	40	5.4
POPULATION CATEGORY 10,000-14,999		
Leslie	274	28.2
Todd	240	23.0
Magoffin	278	21.0
Henry	415	20.1
Martin	183	19.7
Casey	106	18.7
Rockcastle	349	18.3
Morgan	124	17.2
Garrard	230	16.7
Grant	491	16.4
Lewis	225	16.1
Jackson	132	14.5
Lawrence	214	13.9
Bath	151	12.6
Larue	202	12.4
Powell	146	11.9
Monroe	94	11.1
Anderson	228	10.7
McLean	108	10.3
Pendleton	155	10.3
Allen	243	9.8
Washington	119	9.5
Caldwell	194	8.7
Russell	112	8.6
Fleming	138	8.4
Webster	165	8.2
Estill	114	6.6
Butler	97	6.1
Simpson	174	5.7
Green	62	5.0
POPULATION CATEGORY 15,000-24,999		
McCreary	231	20.3
Lincoln	359	16.7
Knott	235	15.7
Shelby	626	13.5
Clay	324	13.1
Bourbon	510	12.9
Breathitt	246	12.3
Woodford	495	11.8
Meade	327	11.6
Rowan	428	11.2
Marion	322	11.2
Union	258	10.4
Mercer	340	10.2
Johnson	304	9.8
Ohio	231	8.2
Hart	133	7.9
Harrison	205	7.7
Breckinridge	141	7.6
Adair	161	7.4
Scott	349	7.4
Wayne	141	7.0
Logan	260	6.5
Grayson	177	5.5
Montgomery	209	5.4
Taylor	153	4.2
Mason	162	3.9
POPULATION CATEGORY 25,000-50,000		
Floyd	1,105	18.1
Letcher	425	17.7
Knox	555	14.4
Whitley	721	14.3
Carter	390	13.8
Harlan	726	13.4
Oldham	477	11.7
Muhlenberg	583	11.5
Bell	534	11.2
Laurel	756	11.0
Franklin	997	10.5
Jessamine	521	10.3
Nelson	528	10.3
Perry	529	10.1
Hopkins	952	10.1
Boone	1,468	9.9
Marshall	341	9.3
Bullitt	568	9.1
Clark	572	9.0
Pulaski	660	8.5
Graves	445	7.9
Calloway	371	7.4
Greenup	321	6.8
Boyle	337	6.7
Henderson	594	5.5
Barren	263	4.0
POPULATION CATEGORY OVER 50,000		
Pike	1,768	16.3
Madison	1,651	12.9
Hardin	1,388	9.3
Christian	985	8.8
Warren	1,487	7.1
Boyd	736	6.3
Kenton	1,877	5.7
Campbell	930	5.5
McCracken	803	5.3
Jefferson	8,011	5.0
Daviess	980	4.8
Fayette	2,286	3.9

TABLE 36. PERCENTAGE OF ACCIDENTS INVOLVING UNSAFE SPEED BY CITY AND POPULATION CATEGORY
(IN ORDER OF DECREASING PERCENTAGES)

CITY	NUMBER OF SPEED-RELATED ACCIDENTS (1984-1988)	PERCENTAGE OF ACCIDENTS INVOLVING SPEEDING
POPULATION CATEGORY OVER 200,000		
Louisville	4,111	4.4
Lexington	2,227	3.7
POPULATION CATEGORY 20,000-55,000		
Ashland	426	5.6
Richmond	310	5.1
Frankfort	349	4.8
Newport	306	4.1
Hopkinsville	325	4.0
Covington	563	3.7
Henderson	287	3.5
Bowling Green	574	3.4
Paducah	356	3.1
Owensboro	334	2.2
POPULATION CATEGORY 10,000-19,999		
Fort Thomas	133	7.6
Florence	488	5.3
St. Matthews	212	4.9
Winchester	221	4.7
Shively	272	4.7
Radcliff	172	4.6
Somerset	121	4.6
Erlanger	155	3.7
Jeffersontown	101	3.7
Georgetown	98	3.6
Elizabethtown	220	3.2
Glasgow	97	2.6
Madisonville	142	2.5
Mayfield	79	2.3
Murray	85	2.0
Middlesboro	79	2.0
Nicholasville	44	1.5
Danville	74	1.3
POPULATION CATEGORY 5,000-9,999		
Villa Hills	60	15.5
Lebanon	45	12.4
Lawrenceburg	64	9.5
Independence	91	7.5
Bellevue	127	7.4
Shelbyville	149	7.2
Elsmere	76	6.3
Morehead	70	5.5
Campbellsville	122	5.2
Flatwoods	208	4.8
Central City	109	4.7
Princeton	36	4.5
Cynthiana	78	4.4
Dayton	74	4.4
Williamsburg	81	4.4
Franklin	48	4.4
Berea	119	4.2
Hazard	70	4.2
Bardstown	51	4.1
Paris	89	3.9
Fort Mitchell	45	3.8
Maysville	69	3.6
Russellville	51	3.5
Monticello	99	3.5
Harrodsburg	72	3.3
Versailles	75	3.2
Edgewood	82	3.1
Pikeville	69	3.0
Mount Sterling	36	2.3
Corbin	58	2.2
POPULATION CATEGORY 2,500-4,999		
Lakeside Park	21	11.2
Springfield	58	10.7
Morganfield	50	10.6
Hartford	49	10.2
Wilmore	11	8.3
Olive Hill	27	8.0
Shepherdsville	28	6.3
Scottsville	51	5.9
Southgate	54	5.5
Cumberland	54	5.3
Mount Washington	5	5.2
Stanton	22	5.2
Beaver Dam	33	5.1
Pineville	37	4.9
Jackson	41	4.9
Leitchfield	74	4.8
Catlettsburg	34	4.7
LaGrange	25	4.7
Taylor Mill	92	4.3
Dawson Springs	21	4.3
Highland Heights	51	4.3
Marion	32	4.2
Hickman	39	3.9
London	39	3.9
Tompkinsville	28	3.7
Williamstown	29	3.5
Alexandria	50	3.4
Lancaster	23	3.4
Columbia	60	3.4
Carrollton	51	3.4
Paintsville	38	3.3
Park Hills	21	3.2
Stanford	22	3.2
Greenville	53	3.1
Irvine	43	3.0
Flemingsburg	9	2.8
Fulton	20	2.7
Ludlow	56	2.6
Barbourville	41	2.6
Benton	33	2.5
Vine Grove	24	2.5
Grayson	17	2.4
Prestonsburg	41	2.4
Russell	17	2.3
Jenkins	16	2.2
Providence	14	2.2
Fort Wright	36	1.8
Harlan	21	1.7

TABLE 37. SUMMARY OF SPEEDING CONVICTIONS BY COUNTY (1984-1988 DATA)

COUNTY	SPEEDING CONVICTIONS PER CALENDAR YEAR					TOTAL SPEEDING CONVICTIONS (FIVE YEARS)	ANNUAL AVERAGE SPEEDING CONVICTIONS PER 1,000 LICENSED DRIVERS	SPEEDING CONVICTIONS PER SPEED-RELATED ACCIDENT
	1984	1985	1986	1987	1988			
Adair	473	413	356	372	353	1,967	42.6	12.8
Allen	192	127	147	117	158	741	16.3	2.9
Anderson	481	867	1,040	1,081	772	4,241	91.8	18.7
Ballard	140	144	189	104	76	653	21.2	4.1
Barren	470	841	1,225	1,293	999	4,828	43.5	20.0
Bath	124	255	222	135	132	868	28.2	5.0
Bell	544	306	239	331	394	1,814	20.5	3.6
Boone	1,690	1,741	1,941	2,267	2,886	10,525	59.9	7.3
Bourbon	892	1,098	1,216	1,067	820	5,093	82.2	10.2
Boyd	628	817	2,137	1,870	1,738	7,190	40.8	9.6
Boyle	384	547	409	232	497	2,069	24.7	6.0
Bracken	96	96	44	74	94	404	16.6	4.6
Breathitt	399	215	232	68	72	986	23.3	4.1
Breckinridge	143	129	190	207	202	871	16.2	6.2
Bullitt	1,072	1,017	1,400	1,399	1,150	6,038	40.8	10.8
Butler	189	151	240	173	101	854	24.4	7.4
Caldwell	497	544	592	431	349	2,413	52.5	13.3
Calloway	451	619	967	489	523	3,049	31.8	7.3
Campbell	2,357	2,787	2,517	2,353	2,229	12,243	47.0	12.6
Carlisle	116	102	148	89	62	517	26.1	11.2
Carroll	438	744	766	446	288	2,682	86.5	10.7
Carter	502	765	1,126	488	111	2,992	41.2	7.7
Casey	118	92	133	170	179	692	15.6	5.8
Christian	1,751	1,718	1,853	1,672	1,725	8,719	55.5	8.4
Clark	1,739	1,156	1,222	1,021	885	6,023	62.2	10.5
Clay	256	103	274	152	121	906	15.9	2.5
Clinton	181	136	123	110	52	602	20.6	8.5
Crittenden	402	207	122	138	148	1,017	32.8	13.6
Cumberland	218	192	161	115	135	821	36.8	19.5
Daviess	1,448	1,750	2,234	2,216	1,710	9,358	31.6	10.1
Edmonson	64	59	171	94	81	469	14.0	2.3
Elliott	13	18	4	15	5	55	3.0	1.1
Estill	172	141	98	83	98	592	13.2	4.9
Fayette	6,133	5,696	5,384	8,407	9,013	34,633	48.8	14.9
Fleming	168	163	225	206	239	1,001	25.9	6.7
Floyd	291	264	531	495	435	2,016	15.9	2.0
Franklin	2,073	2,094	2,925	2,438	1,942	11,472	79.4	11.6
Fulton	123	106	110	77	46	462	16.4	5.8
Gallatin	271	364	280	442	251	1,608	95.9	9.5
Garrard	510	437	198	203	161	1,509	41.1	6.7
Grant	1,005	974	1,217	1,081	1,118	5,395	111.2	9.9
Graves	424	348	392	442	338	1,944	16.9	4.4
Grayson	265	440	729	614	763	2,811	41.5	17.6
Green	157	114	84	59	99	513	14.6	9.9
Greenup	496	510	534	438	481	2,459	19.8	7.0
Hancock	272	241	206	144	123	986	36.1	22.4
Hardin	1,789	2,654	4,424	4,420	4,910	18,197	75.5	13.9
Harlan	356	169	310	288	201	1,324	11.8	1.9
Harrison	256	230	338	503	294	1,621	30.8	7.8
Hart	110	366	363	224	194	1,257	25.4	11.9
Henderson	380	339	1,235	1,116	1,096	4,166	28.5	7.0
Henry	422	812	1,015	930	643	3,822	87.9	8.6
Hickman	73	101	123	58	43	398	19.8	7.4
Hopkins	852	1,388	1,330	2,064	1,655	7,289	47.2	7.4
Jackson	68	63	68	56	18	273	8.3	2.2
Jefferson	13,215	4,086	9,085	8,756	7,082	42,224	18.9	5.4
Jessamine	251	247	440	372	891	2,201	24.8	4.1
Johnson	114	245	512	272	275	1,418	19.6	4.6
Kenton	2,397	2,454	4,357	3,978	4,182	17,368	39.3	9.1
Knott	93	109	79	22	46	349	7.5	1.6
Knox	782	397	300	410	497	2,386	31.7	4.1
Larue	176	175	465	411	410	1,637	40.5	9.0
Laurel	862	305	817	729	898	3,611	29.0	4.9
Lawrence	399	364	448	285	246	1,742	44.6	9.1
Lee	51	9	26	25	75	186	8.7	1.9
Leslie	197	193	237	128	144	899	24.1	3.5
Letcher	401	253	161	97	61	973	11.8	2.2
Lewis	92	112	59	53	72	388	9.6	2.0
Lincoln	400	712	689	398	492	2,691	46.4	7.6

TABLE 37. SUMMARY OF SPEEDING CONVICTIONS BY COUNTY (1984-1988 DATA)(continued)

COUNTY	SPEEDING CONVICTIONS PER CALENDAR YEAR					TOTAL SPEEDING CONVICTIONS (FIVE YEARS)	ANNUAL AVERAGE SPEEDING CONVICTIONS PER 1,000 LICENSED DRIVERS	SPEEDING CONVICTIONS PER SPEED-RELATED ACCIDENT
	1984	1985	1986	1987	1988			
Livingston	96	153	245	185	140	819	25.5	7.6
Logan	279	335	508	267	226	1,615	20.3	6.5
Lyon	164	347	374	322	305	1,512	74.4	22.6
McCracken	1,303	1,339	1,537	1,219	1,562	6,960	31.3	8.7
McCreary	265	184	144	128	146	867	19.8	3.9
McLean	197	231	227	178	156	989	27.7	8.0
Madison	1,504	1,412	1,627	1,866	1,589	7,998	50.4	4.9
Magoffin	211	244	201	103	283	1,042	29.2	3.7
Marion	603	423	588	345	441	2,400	44.7	7.0
Marshall	1,236	1,260	990	749	798	5,033	52.4	15.2
Martin	69	52	49	83	96	349	9.1	2.0
Mason	383	366	393	298	408	1,848	34.2	11.0
Meade	188	185	263	295	243	1,174	20.7	3.7
Menifee	6	41	68	20	35	170	10.1	2.9
Mercer	526	515	447	429	598	2,515	39.0	6.9
Metcalfe	570	592	652	567	374	2,755	94.6	25.0
Monroe	30	92	44	34	36	236	6.2	2.7
Montgomery	261	405	300	215	251	1,432	22.9	6.9
Morgan	43	82	161	152	122	560	17.0	4.4
Muhlenberg	806	917	1,050	1,038	749	4,560	43.4	7.1
Nelson	614	910	1,381	1,273	1,157	5,335	56.1	10.8
Nicholas	70	22	71	145	102	410	18.0	9.3
Ohio	379	383	456	501	447	2,166	30.7	8.4
Oldham	1,086	1,101	1,615	1,589	1,443	6,834	73.1	14.9
Owen	34	38	34	64	80	250	9.4	2.2
Owsley	33	34	31	29	33	160	10.6	2.6
Pendleton	207	153	235	352	373	1,320	36.1	8.5
Perry	434	336	657	282	242	1,951	21.6	4.0
Pike	911	511	1,062	871	841	4,196	19.0	2.4
Powell	705	578	1,337	343	187	3,150	90.6	19.3
Pulaski	942	868	1,108	936	992	4,846	32.3	7.1
Robertson	36	43	41	56	77	253	34.7	14.1
Rockcastle	239	279	334	255	308	1,415	32.4	4.0
Rowan	991	861	645	548	515	3,560	68.4	8.3
Russell	271	396	310	156	112	1,245	26.8	10.1
Scott	950	1,824	2,280	1,958	1,442	8,454	114.8	22.7
Shelby	819	773	2,708	2,059	1,380	7,739	97.8	12.3
Simpson	232	257	380	218	213	1,300	25.9	8.0
Spencer	147	159	167	172	154	799	35.5	6.7
Taylor	371	393	358	345	464	1,931	27.7	12.7
Todd	317	218	182	121	134	972	27.7	4.2
Trigg	279	295	337	293	288	1,492	41.3	10.3
Trimble	28	28	35	40	54	185	9.1	1.9
Union	374	457	1,147	722	608	3,308	62.1	14.0
Warren	1,104	1,555	2,911	1,511	2,605	9,686	52.7	6.6
Washington	517	424	248	193	210	1,592	51.1	12.3
Wayne	190	84	98	114	120	606	13.9	3.6
Webster	172	233	167	202	176	950	22.5	6.1
Whitley	292	223	358	195	223	1,291	15.8	1.7
Wolfe	232	178	201	246	305	1,162	58.3	8.2
Woodford	790	1,076	1,223	1,506	1,612	6,207	115.7	12.5
TOTAL	77,070	71,296	95,419	87,301	84,034	415,120	36.1	7.7

TABLE 38. SPEEDING CONVICTION RATES IN DECREASING ORDER (BY COUNTY POPULATION CATEGORIES) (1984-1988)

POPULATION CATEGORY	COUNTY	ANNUAL AVERAGE SPEEDING CONVICTIONS PER 1,000 LICENSED DRIVERS	COUNTY	SPEEDING CONVICTIONS PER SPEED-RELATED ACCIDENT
UNDER 10,000	Gallatin	95.9	Metcalfe	25.0
	Metcalfe	94.6	Lyon	22.6
	Carroll	86.5	Hancock	22.4
	Lyon	74.4	Cumberland	19.5
	Wolfe	58.3	Robertson	14.1
	Trigg	41.3	Crittenden	13.6
	Cumberland	36.8	Carlisle	11.2
	Hancock	36.1	Carroll	10.7
	Spencer	35.5	Trigg	10.3
	Robertson	34.7	Gallatin	9.5
	Crittenden	32.8	Nicholas	9.3
	Carlisle	26.1	Clinton	8.5
	Livingston	25.5	Wolfe	8.2
	Ballard	21.2	Livingston	7.6
	Clinton	20.6	Hickman	7.4
	Hickman	19.8	Spencer	6.7
	Nicholas	18.0	Fulton	5.8
	Bracken	16.6	Bracken	4.6
	Fulton	16.4	Ballard	4.1
	Edmonson	14.0	Menifee	2.9
	Owsley	10.6	Owsley	2.6
	Menifee	10.1	Edmonson	2.3
	Owen	9.4	Owen	2.2
	Trimble	9.1	Trimble	1.9
	Lee	8.7	Lee	1.9
	Elliott	3.0	Elliott	1.1
10,000 - 14,999	Grant	111.2	Powell	19.3
	Anderson	91.8	Anderson	18.7
	Powell	90.6	Caldwell	13.3
	Henry	87.9	Washington	12.3
	Caldwell	52.5	Russell	10.1
	Washington	51.1	Grant	9.9
	Lawrence	44.6	Green	9.9
	Garrard	41.1	Lawrence	9.1
	Larue	40.5	Larue	9.0
	Pendleton	36.1	Henry	8.6
	Rockcastle	32.4	Pendleton	8.5
	Magoffin	29.2	McLean	8.0
	Bath	28.2	Simpson	8.0
	McLean	27.7	Butler	7.4
	Todd	27.7	Fleming	6.7
	Russell	26.8	Garrard	6.7
	Simpson	25.9	Webster	6.1
	Fleming	25.9	Casey	5.8
	Butler	24.4	Bath	5.0
	Leslie	24.1	Estill	4.9
	Webster	22.5	Morgan	4.4
	Morgan	17.0	Todd	4.2
	Allen	16.3	Rockcastle	4.0
	Casey	15.6	Magoffin	3.7
	Green	14.6	Leslie	3.5
	Estill	13.2	Allen	2.9
	Lewis	9.6	Monroe	2.7
	Martin	9.1	Jackson	2.2
	Jackson	8.3	Martin	2.0
	Monroe	6.2	Lewis	2.0
15,000 - 24,999	Woodford	115.7	Scott	22.7
	Scott	114.8	Grayson	17.6
	Shelby	97.8	Union	14.0
	Bourbon	82.2	Adair	12.8
	Rowan	68.4	Taylor	12.7
	Union	62.1	Woodford	12.5
	Lincoln	46.4	Shelby	12.3
	Marion	44.7	Hart	11.9
	Adair	42.6	Mason	11.0
	Grayson	41.5	Bourbon	10.2
	Mercer	39.0	Ohio	8.4

TABLE 38. SPEEDING CONVICTION RATES IN DECREASING ORDER (BY COUNTY POPULATION CATEGORIES) (1984-1988) (continued)

POPULATION CATEGORY	COUNTY	ANNUAL AVERAGE SPEEDING CONVICTIONS PER 1,000 LICENSED DRIVERS	COUNTY	SPEEDING CONVICTIONS PER SPEED-RELATED ACCIDENT
15,000 - 24,999 (cont.)	Mason	34.2	Rowan	8.3
	Harrison	30.8	Harrison	7.8
	Ohio	30.7	Lincoln	7.6
	Taylor	27.7	Marion	7.0
	Hart	25.4	Mercer	6.9
	Breathitt	23.3	Montgomery	6.9
	Montgomery	22.9	Logan	6.5
	Meade	20.7	Breckinridge	6.2
	Logan	20.3	Johnson	4.6
	McCreary	19.8	Breathitt	4.1
	Johnson	19.6	McCreary	3.9
	Breckinridge	16.2	Meade	3.7
	Clay	15.9	Wayne	3.6
	Wayne	13.9	Clay	2.5
	Knott	7.5	Knott	1.6
25,000 - 50,000	Franklin	79.4	Barren	20.0
	Oldham	73.1	Marshall	15.2
	Clark	62.2	Oldham	14.9
	Boone	59.9	Franklin	11.6
	Nelson	56.1	Nelson	10.8
	Marshall	52.4	Bullitt	10.8
	Hopkins	47.2	Clark	10.5
	Barren	43.5	Carter	7.7
	Muhlenberg	43.4	Hopkins	7.4
	Carter	41.2	Calloway	7.3
	Bullitt	40.8	Boone	7.3
	Pulaski	32.3	Pulaski	7.1
	Calloway	31.8	Muhlenberg	7.1
	Knox	31.7	Greenup	7.0
	Laurel	29.0	Henderson	7.0
	Henderson	28.5	Boyle	6.0
	Jessamine	24.8	Laurel	4.9
	Boyle	24.7	Graves	4.4
	Perry	21.6	Knox	4.1
	Bell	20.5	Jessamine	4.1
	Greenup	19.8	Perry	4.0
	Graves	16.9	Bell	3.6
	Floyd	15.9	Letcher	2.2
	Whitley	15.8	Floyd	2.0
	Letcher	11.8	Harlan	1.9
	Harlan	11.8	Whitley	1.7
OVER 50,000	Hardin	75.5	Fayette	14.9
	Christian	55.5	Hardin	13.9
	Warren	52.7	Campbell	12.6
	Madison	50.4	Daviess	10.1
	Fayette	48.8	Boyd	9.6
	Campbell	47.0	Kenton	9.1
	Boyd	40.8	McCracken	8.7
	Kenton	39.3	Christian	8.4
	Daviess	31.6	Warren	6.6
	McCracken	31.3	Jefferson	5.4
	Pike	19.0	Madison	4.9
	Jefferson	18.9	Pike	2.4

TABLE 39. SUMMARY OF SPEED MONITORING PROGRAM FOR 1988

HIGHWAY TYPE	MILES	NUMBER OF MONITOR LOCATIONS	NUMBER OF VEHICLES MEASURED
Urban Interstate	124	4	261,777
Urban Other Freeway & Expressways	52	2	121,897
Urban Arterials	382	8	55,192
Rural Interstates *	580	6	127,287
Rural Arterials	2,642	8	61,019
Rural Major Collector	7,019	7	72,880
State Total	10,799	29	700,052

HIGHWAY TYPE	AVERAGE SPEED (MPH)	MEDIAN SPEED (MPH)	85TH PERCENTILE SPEED (MPH)	PERCENT OF MOTORISTS EXCEEDING 55 MPH	60 MPH	65 MPH
Urban Interstate	58.5	59.4	65.8	73.4	39.3	14.1
Urban Other Freeway & Expressways	58.1	58.9	65.4	68.7	36.2	12.2
Urban Arterials	47.2	49.0	55.9	14.4	3.7	1.0
Rural Interstates *	62.5	63.5	70.3	87.4	65.8	34.7
Rural Arterials	54.3	55.1	61.6	44.4	16.5	4.7
Rural Major Collector	47.0	49.5	58.2	20.6	7.5	2.6
State Total **	52.1	53.6	60.8	39.9	17.3	5.7

* 65 mph speed zones.

** This average is computed using weighted factors to reflect vehicle miles travelled. (Rural interstates were excluded from the State Total because all data were collected in 65 mph zones.)

TABLE 40. COMPLIANCE WITH 55-SPEED LIMIT (COMPARISON OF 1984 THROUGH 1988 DATA)

HIGHWAY TYPE	MEDIAN SPEED 1984	1985	1986	1987	1988	85TH PERCENTILE SPEED 1984	1985	1986	1987	1988
Urban Interstate	56.6	55.0	55.8	51.0	59.4	63.6	63.1	63.8	60.6	65.8
Rural Interstate	58.3	56.9	57.1	*	63.5	67.2	63.7	64.8	*	70.3
State Total	53.7	53.7	54.3	*	53.6	61.5	61.2	62.9	*	60.8

HIGHWAY TYPE	PERCENT OF MOTORISTS EXCEEDING 55 MPH 1984	1985	1986	1987	1988
Urban Interstate	59.8	49.8	54.6	49.6	73.4
Rural Interstate	70.6	63.1	62.1	*	87.4
State Total	45.2	45.1	48.3	*	39.9

* No annual summary for rural interstates was prepared in 1987 since the speed limit increased to 65 mph in June 1987.

TABLE 41. ACCIDENT TREND ANALYSIS

ACCIDENT STATISTIC	NUMBER IN GIVEN YEAR 1984	1985	1986	1987	4-YEAR AVERAGE 1984-87	1988	1988 PERCENT CHANGE*
Total Accidents	137,277	141,806	140,421	142,300	140,451	147,587	4.8
Fatal Accidents	686	641	726	773	707	719	1.7
Fatalities	767	730	808	849	789	840	6.1
Injury Accidents	29,609	30,302	31,019	33,163	31,023	34,164	9.2
Injuries	44,080	45,275	46,807	49,291	46,363	51,442	9.9
Fatal and Injury Accidents	30,295	30,943	31,745	33,936	31,730	34,883	9.0
Speed-Related Accidents	11,504	11,671	9,811	10,617	10,901	10,433	-4.5
Speed-Related Fatal Accidents	238	210	265	237	238	234	-1.5
Alcohol-Related Accidents	9,007	7,741	7,760	7,671	8,045	7,890	-2.0
Alcohol-Related Fatal Accidents	158	152	171	198	170	194	12.5
Drug-Related Accidents	322	309	297	327	314	387	18.9
Pedestrian Accidents	1,587	1,582	1,622	1,564	1,589	1,534	-3.6
Bicycle Accidents	768	855	971	967	890	827	-7.6
Motorcycle Accidents	1,617	1,808	1,661	1,482	1,642	1,295	-26.8
School Bus Accidents	593	655	679	658	646	755	14.4
Truck Accidents	14,401	15,259	11,642	10,815	13,029	11,110	-17.3

* Percent change from 1984-1987 average to 1988.

TABLE 42. NUMBER OF ACCIDENTS AND RATES BY ACCIDENT TYPE FOR EACH COUNTY

COUNTY	PEDESTRIAN ACCIDENTS		BICYCLE ACCIDENTS		MOTORCYCLE ACCIDENTS		SCHOOL BUS ACCIDENTS		TRUCK ACCIDENTS	
	NUMBER*	RATE**	NUMBER*	RATE**	NUMBER*	RATE**	NUMBER*	RATE**	NUMBER*	RATE**
Adair	15	2.0	8	1.1	19	2.5	21	2.8	174	22.8
Allen	23	3.3	4	0.6	26	3.7	11	1.6	187	26.5
Anderson	25	4.0	9	1.4	23	3.7	15	2.4	187	29.8
Ballard	13	3.0	3	0.7	17	3.9	1	0.2	141	32.1
Barren	40	2.4	15	0.9	77	4.5	15	0.9	482	28.3
Bath	5	1.0	4	0.8	11	2.2	10	2.0	114	22.7
Bell	66	3.8	36	2.1	66	3.8	20	1.2	515	30.0
Boone	113	4.9	57	2.5	166	7.2	44	1.9	2,044	89.2
Bourbon	36	3.7	16	1.6	31	3.2	22	2.3	307	31.6
Boyd	129	4.6	56	2.0	100	3.6	53	1.9	1,019	36.7
Boyle	57	4.5	35	2.8	46	3.7	20	1.6	319	25.5
Bracken	3	0.8	1	0.3	8	2.1	0	0.0	51	13.2
Breathitt	30	3.5	2	0.2	32	3.8	22	2.6	262	30.8
Breckinridge	10	1.2	2	0.2	15	1.8	9	1.1	176	20.9
Bullitt	50	2.3	36	1.7	80	3.7	46	2.1	749	34.6
Butler	14	2.5	3	0.5	17	3.1	9	1.6	142	25.7
Caldwell	18	2.7	9	1.3	24	3.6	13	1.9	168	24.9
Calloway	57	3.8	25	1.7	83	5.5	15	1.0	231	15.4
Campbell	336	8.1	199	4.8	171	4.1	43	1.0	1,177	28.3
Carlisle	4	1.5	0	0.0	5	1.8	3	1.1	46	16.8
Carroll	31	6.7	16	3.5	31	6.7	10	2.2	237	51.1
Carter	18	1.4	4	0.3	33	2.6	21	1.7	285	22.7
Casey	6	0.8	1	0.1	19	2.6	4	0.5	63	8.5
Christian	117	3.5	73	2.2	156	4.7	46	1.4	909	27.2
Clark	63	4.4	29	2.0	52	3.7	44	3.1	467	33.0
Clay	28	2.5	8	0.7	31	2.7	13	1.1	267	23.5
Clinton	11	2.4	6	1.3	11	2.4	4	0.9	85	18.2
Crittenden	2	0.4	4	0.9	7	1.5	9	2.0	69	15.0
Cumberland	4	1.1	2	0.5	7	1.9	1	0.3	35	9.6
Daviess	165	3.8	196	4.6	239	5.6	78	1.8	1,213	28.2
Edmonson	8	1.6	2	0.4	14	2.8	7	1.4	96	19.3
Elliott	6	1.7	1	0.3	13	3.8	1	0.3	42	12.2
Estill	20	2.8	2	0.3	19	2.6	17	2.3	78	10.8
Fayette	769	7.5	499	4.9	658	6.4	266	2.6	4,129	40.4
Fleming	10	1.6	4	0.6	11	1.8	7	1.1	145	23.5
Floyd	72	3.0	19	0.8	86	3.5	60	2.5	866	35.5
Franklin	98	4.7	43	2.1	87	4.2	47	2.2	614	29.4
Fulton	24	5.4	8	1.8	11	2.5	4	0.9	90	20.1
Gallatin	11	4.5	3	1.2	8	3.3	6	2.5	158	65.3
Garrard	8	1.5	3	0.6	18	3.3	2	0.4	82	15.1
Grant	17	2.6	10	1.5	36	5.4	10	1.5	466	70.0
Graves	45	2.6	33	1.9	80	4.7	32	1.9	362	21.3
Grayson	22	2.1	5	0.5	24	2.3	19	1.8	264	25.3
Green	9	1.6	4	0.7	12	2.2	8	1.4	99	17.9
Greenup	30	1.5	18	0.9	45	2.3	24	1.2	322	16.5
Hancock	3	0.8	6	1.5	14	3.6	2	0.5	81	20.9
Hardin	104	2.3	74	1.7	236	5.3	67	1.5	1,314	29.6
Harlan	71	3.4	32	1.5	82	3.9	34	1.6	714	34.1
Harrison	30	4.0	6	0.8	35	4.6	16	2.1	225	29.7
Hart	14	1.8	3	0.4	33	4.3	5	0.6	247	32.1
Henderson	109	5.3	96	4.7	141	6.9	46	2.3	911	44.6
Henry	22	3.5	5	0.8	21	3.3	11	1.7	293	46.0
Hickman	3	1.0	1	0.3	8	2.6	3	1.0	53	17.5
Hopkins	63	2.7	66	2.9	110	4.8	61	2.6	841	36.4
Jackson	4	0.7	3	0.5	21	3.5	17	2.8	86	14.3
Jefferson	2,410	7.0	1,497	4.4	1,624	4.7	633	1.8	16,322	47.7
Jessamine	47	3.5	25	1.9	57	4.3	29	2.2	399	29.9
Johnson	24	2.0	17	1.4	21	1.7	15	1.2	315	25.8
Kenton	585	8.5	296	4.3	388	5.7	171	2.5	2,613	38.1
Knott	22	2.5	5	0.6	23	2.6	23	2.6	183	20.4
Knox	37	2.4	24	1.6	62	4.1	34	2.2	321	21.2
Larue	10	1.7	4	0.7	21	3.5	10	1.7	130	21.7
Laurel	55	2.8	11	0.6	82	4.2	57	2.9	857	44.0
Lawrence	9	1.3	3	0.4	20	2.8	11	1.6	350	49.6
Lee	5	1.3	3	0.8	5	1.3	5	1.3	78	20.1
Leslie	12	1.6	1	0.1	33	4.4	7	0.9	188	25.3
Letcher	34	2.2	6	0.4	37	2.4	28	1.8	350	22.8
Lewis	16	2.2	6	0.8	26	3.6	7	1.0	99	13.6
Lincoln	17	1.8	8	0.8	35	3.7	18	1.9	220	23.1
Livingston	13	2.8	3	0.7	16	3.5	3	0.7	97	21.0

TABLE 42. NUMBER OF ACCIDENTS AND RATES BY ACCIDENT TYPE FOR EACH COUNTY (continued)

COUNTY	PEDESTRIAN ACCIDENTS		BICYCLE ACCIDENTS		MOTORCYCLE ACCIDENTS		SCHOOL BUS ACCIDENTS		TRUCK ACCIDENTS	
	NUMBER*	RATE**	NUMBER*	RATE**	NUMBER*	RATE**	NUMBER*	RATE**	NUMBER*	RATE**
Logan	32	2.7	14	1.2	42	3.5	22	1.8	331	27.4
Lyon	3	0.9	2	0.6	7	2.2	2	0.6	97	29.9
McCracken	148	4.8	103	3.4	213	6.9	38	1.2	941	30.7
McCreary	14	1.8	1	0.1	20	2.6	14	1.8	86	11.0
McLean	6	1.2	5	1.0	19	3.8	7	1.4	97	19.2
Madison	129	4.8	46	1.7	141	5.3	48	1.8	1,384	51.9
Magoffin	14	2.1	3	0.4	9	1.3	8	1.2	184	27.2
Marion	32	3.6	14	1.6	23	2.6	33	3.7	157	17.5
Marshall	24	1.9	8	0.6	59	4.6	16	1.2	392	30.6
Martin	16	2.3	2	0.3	7	1.0	8	1.1	218	31.3
Mason	36	4.1	21	2.4	28	3.2	18	2.0	340	38.3
Meade	20	1.8	11	1.0	50	4.4	11	1.0	206	18.0
Menifee	3	1.2	1	0.4	7	2.7	3	1.2	42	16.4
Mercer	33	3.5	15	1.6	50	5.3	17	1.8	232	24.4
Metcalfe	9	1.9	0	0.0	10	2.1	16	3.4	70	14.8
Monroe	12	1.9	0	0.0	15	2.4	5	0.8	56	9.1
Montgomery	51	5.1	7	0.7	29	2.9	22	2.2	275	27.4
Morgan	5	0.8	0	0.0	20	3.3	14	2.3	73	12.1
Muhlenberg	36	2.2	10	0.6	78	4.8	21	1.3	453	28.1
Nelson	56	4.1	25	1.8	44	3.2	22	1.6	384	27.8
Nicholas	8	2.2	1	0.3	8	2.2	2	0.6	32	8.9
Ohio	23	2.1	6	0.6	29	2.7	12	1.1	274	25.2
Oldham	28	2.0	19	1.4	51	3.6	28	2.0	443	31.5
Owen	7	1.6	5	1.1	16	3.6	9	2.0	63	14.1
Owsley	2	0.7	1	0.4	3	1.1	7	2.5	37	13.0
Pendleton	13	2.4	8	1.5	23	4.2	14	2.5	117	21.3
Perry	53	3.1	14	0.8	67	4.0	38	2.3	738	43.7
Pike	125	3.1	24	0.6	126	3.1	91	2.2	1,758	43.3
Powell	13	2.3	2	0.4	15	2.7	10	1.8	121	21.8
Pulaski	56	2.4	19	0.8	67	2.9	41	1.8	577	25.2
Robertson	0	0.0	0	0.0	1	0.9	0	0.0	4	3.5
Rockcastle	23	3.3	0	0.0	21	3.0	19	2.7	279	39.9
Rowan	27	2.8	17	1.8	39	4.1	15	1.6	268	28.1
Russell	9	1.3	3	0.4	13	1.9	3	0.4	58	8.5
Scott	33	3.0	26	2.4	52	4.8	20	1.8	559	51.3
Shelby	29	2.5	29	2.5	45	3.9	19	1.6	597	51.2
Simpson	24	3.3	14	1.9	29	4.0	4	0.5	362	49.3
Spencer	2	0.7	1	0.3	12	4.0	3	1.0	41	13.8
Taylor	23	2.2	11	1.0	34	3.2	9	0.8	208	19.6
Todd	14	2.4	5	0.8	25	4.2	4	0.7	88	14.8
Trigg	10	2.1	4	0.9	28	6.0	4	0.9	131	27.9
Trimble	7	2.2	1	0.3	11	3.5	5	1.6	63	20.2
Union	24	2.7	18	2.0	29	3.3	7	0.8	211	23.7
Warren	160	4.5	105	2.9	199	5.5	84	2.3	1,444	40.2
Washington	14	2.6	2	0.4	15	2.8	7	1.3	100	18.6
Wayne	19	2.2	9	1.1	25	2.9	7	0.8	123	14.5
Webster	21	2.8	7	0.9	34	4.6	17	2.3	274	36.9
Whitley	47	2.8	20	1.2	57	3.4	45	2.7	575	34.4
Wolfe	12	3.6	2	0.6	8	2.4	9	2.7	116	34.6
Woodford	27	3.0	13	1.5	34	3.8	17	1.9	327	36.8

* Five-year (1984-1988) total.
** Rates are annual accidents per 10,000 population.

TABLE 43. PEDESTRIAN ACCIDENT RATES BY COUNTY AND POPULATION CATEGORY (IN ORDER OF DECREASING PERCENTAGES)

COUNTY	NUMBER OF PEDESTRIAN ACCIDENTS (1984-1988)	ANNUAL ACCIDENT RATE (ACCIDENTS PER 10,000 POPULATION)
POPULATION CATEGORY UNDER 10,000		
Carroll	31	6.7
Fulton	24	5.4
Gallatin	11	4.5
Wolfe	12	3.6
Ballard	13	3.0
Livingston	13	2.8
Clinton	11	2.4
Trimble	7	2.2
Nicholas	8	2.2
Trigg	10	2.1
Metcalfe	9	1.9
Elliott	6	1.7
Edmonson	8	1.6
Owen	7	1.6
Carlisle	4	1.5
Lee	5	1.3
Menifee	3	1.2
Cumberland	4	1.1
Hickman	3	1.0
Lyon	3	0.9
Bracken	3	0.8
Hancock	3	0.8
Owsley	2	0.7
Spencer	2	0.7
Crittenden	2	0.4
Robertson	0	0.0
POPULATION CATEGORY 10,000-14,999		
Anderson	25	4.0
Henry	22	3.5
Rockcastle	23	3.3
Simpson	24	3.3
Allen	23	3.3
Webster	21	2.8
Estill	20	2.8
Caldwell	18	2.7
Washington	14	2.6
Grant	17	2.6
Butler	14	2.5
Pendleton	13	2.4
Todd	14	2.4
Powell	13	2.3
Martin	16	2.3
Lewis	16	2.2
Magoffin	14	2.1
Monroe	12	1.9
Larue	10	1.7
Green	9	1.6
Fleming	10	1.6
Leslie	12	1.6
Garrard	8	1.5
Russell	9	1.3
Lawrence	9	1.3
McLean	6	1.2
Bath	5	1.0
Morgan	5	0.8
Casey	6	0.8
Jackson	4	0.7
POPULATION CATEGORY 15,000-24,999		
Montgomery	51	5.1
Mason	36	4.1
Harrison	30	4.0
Bourbon	36	3.7
Marion	32	3.6
Breathitt	30	3.5
Mercer	33	3.5
Woodford	27	3.0
Scott	33	3.0
Rowan	27	2.8
Union	24	2.7
Logan	32	2.7
Shelby	29	2.5
Clay	28	2.5
Knott	22	2.5
Wayne	19	2.2
Taylor	23	2.2
Ohio	23	2.1
Grayson	22	2.1
Adair	15	2.0
Johnson	24	2.0
Hart	14	1.8
McCreary	14	1.8
Lincoln	17	1.8
Meade	20	1.8
Breckinridge	10	1.2
POPULATION CATEGORY 25,000-50,000		
Henderson	109	5.3
Boone	113	4.9
Franklin	98	4.7
Boyle	57	4.5
Clark	63	4.4
Nelson	56	4.1
Bell	66	3.8
Calloway	57	3.8
Jessamine	47	3.5
Harlan	71	3.4
Perry	53	3.1
Floyd	72	3.0
Laurel	55	2.8
Whitley	47	2.8
Hopkins	63	2.7
Graves	45	2.6
Knox	37	2.4
Pulaski	56	2.4
Barren	40	2.4
Bullitt	50	2.3
Muhlenberg	36	2.2
Letcher	34	2.2
Oldham	28	2.0
Marshall	24	1.9
Greenup	30	1.5
Carter	18	1.4
POPULATION CATEGORY OVER 50,000		
Kenton	585	8.5
Campbell	336	8.1
Fayette	769	7.5
Jefferson	2,410	7.0
Madison	129	4.8
McCracken	148	4.8
Boyd	129	4.6
Warren	160	4.5
Daviess	165	3.8
Christian	117	3.5
Pike	125	3.1
Hardin	104	2.3

TABLE 44. PEDESTRIAN ACCIDENT RATES BY CITY AND POPULATION CATEGORY (IN ORDER OF DECREASING PERCENTAGES)

CITY	NUMBER OF PEDESTRIAN ACCIDENTS (1984-1988)	ANNUAL ACCIDENT RATE (ACCIDENTS PER 10,000 POPULATION)
POPULATION CATEGORY OVER 200,000		
Louisville	1,608	10.8
Lexington	762	7.5
POPULATION CATEGORY 20,000-55,000		
Richmond	205	19.0
Covington	389	15.7
Paducah	125	8.5
Henderson	95	7.7
Newport	83	7.6
Hopkinsville	97	7.2
Bowling Green	137	6.8
Ashland	88	6.4
Frankfort	83	6.4
Owensboro	145	5.3
POPULATION CATEGORY 10,000-19,999		
Florence	70	9.0
Madisonville	72	8.7
St. Matthews	57	7.9
Danville	52	7.2
Glasgow	46	7.1
Nicholasville	28	7.0
Murray	52	6.8
Radcliff	45	6.3
Somerset	38	6.2
Mayfield	32	6.0
Elizabethtown	40	5.2
Georgetown	25	4.8
Shively	40	4.7
Erlanger	31	4.3
Middlesboro	27	4.2
Jeffersontown	22	4.0
Fort Thomas	27	3.4
Winchester	25	3.2
POPULATION CATEGORY 5,000-9,999		
Monticello	28	14.0
Pikeville	34	11.7
Edgewood	28	9.1
Mount Sterling	26	8.8
Central City	24	8.6
Fort Mitchell	30	7.8
Campbellsville	29	7.3
Versailles	27	7.2
Independence	19	6.8
Harrodsburg	24	6.6
Princeton	23	6.6
Cynthiana	21	6.4
Williamsburg	14	6.3
Flatwoods	32	6.0
Hazard	17	6.0
Shelbyville	13	5.8
Paris	22	5.6
Dayton	23	5.6
Elsmere	20	5.6
Berea	22	5.4
Maysville	21	5.4
Bardstown	18	5.0
Morehead	15	4.1
Corbin	17	3.5
Russellville	12	3.4
Franklin	12	2.9
Villa Hills	5	2.8
Bellevue	9	2.0
Lawrenceburg	3	1.3
Lebanon	3	1.1
POPULATION CATEGORY 2,500-4,999		
Irvine	20	13.2
Jackson	16	12.3
Cumberland	20	10.1
Leitchfield	20	9.4
Providence	23	9.3
Tompkinsville	12	9.1
Highland Heights	22	8.5
Hickman	12	8.1
Marion	12	7.7
Prestonsburg	15	7.5
Southgate	12	7.2
Williamstown	10	6.9
Stanford	9	6.5
Beaver Dam	10	6.5
Scottsville	12	6.3
Fort Wright	17	6.3
Carrollton	14	6.3
Russell	10	6.3
Columbia	12	6.3
Taylor Mill	20	6.2
Pineville	9	6.0
Harlan	11	5.9
Greenville	12	5.3
Benton	9	4.9
Alexandria	12	4.6
Park Hills	10	4.5
Ludlow	12	4.5
Stanton	6	4.5
LaGrange	6	4.2
Grayson	6	4.2
Lancaster	7	4.2
Flemingsburg	6	4.1
Hartford	5	4.0
Paintsville	9	3.8
Fulton	6	3.8
Shepherdsville	6	3.4
Springfield	5	3.3
Morganfield	6	3.2
Barbourville	6	3.1
Vine Grove	5	2.9
Lakeside Park	4	2.4
Mount Washington	3	2.4
Olive Hill	3	2.4
Dawson Springs	3	1.8
London	4	1.7
Wilmore	3	1.6
Jenkins	2	1.2
Catlettsburg	2	1.0

TABLE 45. BICYCLE ACCIDENT RATES BY COUNTY AND POPULATION CATEGORY (IN ORDER OF DECREASING PERCENTAGES)

COUNTY	NUMBER OF BICYCLE ACCIDENTS (1984-1988)	ANNUAL ACCIDENT RATE (ACCIDENTS PER 10,000 POPULATION)
POPULATION CATEGORY UNDER 10,000		
Carroll	16	3.5
Fulton	8	1.8
Hancock	6	1.5
Clinton	6	1.3
Gallatin	3	1.2
Owen	5	1.1
Crittenden	4	0.9
Trigg	4	0.9
Lee	3	0.8
Ballard	3	0.7
Livingston	3	0.7
Lyon	2	0.6
Wolfe	2	0.6
Cumberland	2	0.5
Edmonson	2	0.4
Menifee	1	0.4
Owsley	1	0.4
Spencer	1	0.3
Hickman	1	0.3
Trimble	1	0.3
Elliott	1	0.3
Nicholas	1	0.3
Bracken	1	0.3
Carlisle	0	0.0
Metcalfe	0	0.0
Robertson	0	0.0
POPULATION CATEGORY 10,000-14,999		
Simpson	14	1.9
Grant	10	1.5
Pendleton	8	1.5
Anderson	9	1.4
Caldwell	9	1.3
McLean	5	1.0
Webster	7	0.9
Todd	5	0.8
Lewis	6	0.8
Bath	4	0.8
Henry	5	0.8
Green	4	0.7
Larue	4	0.7
Fleming	4	0.6
Allen	4	0.6
Garrard	3	0.6
Butler	3	0.5
Jackson	3	0.5
Magoffin	3	0.4
Russell	3	0.4
Lawrence	3	0.4
Washington	2	0.4
Powell	2	0.4
Martin	2	0.3
Estill	2	0.3
Casey	1	0.1
Leslie	1	0.1
Morgan	0	0.0
Monroe	0	0.0
Rockcastle	0	0.0
POPULATION CATEGORY 15,000-24,999		
Shelby	29	2.5
Scott	26	2.4
Mason	21	2.4
Union	18	2.0
Rowan	17	1.8
Bourbon	16	1.6
Mercer	15	1.6
Marion	14	1.6
Woodford	13	1.5
Johnson	17	1.4
Logan	14	1.2
Wayne	9	1.1
Adair	8	1.1
Taylor	11	1.0
Meade	11	1.0
Lincoln	8	0.8
Harrison	6	0.8
Clay	8	0.7
Montgomery	7	0.7
Knott	5	0.6
Ohio	6	0.6
Grayson	5	0.5
Hart	3	0.4
Breckinridge	2	0.2
Breathitt	2	0.2
McCreary	1	0.1
POPULATION CATEGORY 25,000-50,000		
Henderson	96	4.7
Hopkins	66	2.9
Boyle	35	2.8
Boone	57	2.5
Bell	36	2.1
Franklin	43	2.1
Clark	29	2.0
Graves	33	1.9
Jessamine	25	1.9
Nelson	25	1.8
Calloway	25	1.7
Bullitt	36	1.7
Knox	24	1.6
Harlan	32	1.5
Oldham	19	1.4
Whitley	20	1.2
Greenup	18	0.9
Barren	15	0.9
Pulaski	19	0.8
Perry	14	0.8
Floyd	19	0.8
Marshall	8	0.6
Muhlenberg	10	0.6
Laurel	11	0.6
Letcher	6	0.4
Carter	4	0.3
POPULATION CATEGORY OVER 50,000		
Fayette	499	4.9
Campbell	199	4.8
Daviess	196	4.6
Jefferson	1,497	4.4
Kenton	296	4.3
McCracken	103	3.4
Warren	105	2.9
Christian	73	2.2
Boyd	56	2.0
Madison	46	1.7
Hardin	74	1.7
Pike	24	0.6

TABLE 46. BICYCLE ACCIDENT RATES BY CITY AND POPULATION CATEGORY (IN ORDER OF DECREASING PERCENTAGES)

CITY	NUMBER OF BICYCLE ACCIDENTS (1984-1988)	ANNUAL ACCIDENT RATE (ACCIDENTS PER 10,000 POPULATION)
POPULATION CATEGORY OVER 200,000		
Louisville	926	6.2
Lexington	498	4.9
POPULATION CATEGORY 20,000-55,000		
Richmond	82	7.6
Henderson	86	6.9
Covington	168	6.8
Owensboro	183	6.7
Paducah	88	6.0
Ashland	62	4.5
Bowling Green	90	4.4
Hopkinsville	44	3.3
Frankfort	35	2.7
Newport	26	2.4
POPULATION CATEGORY 10,000-19,999		
Shively	57	6.7
Madisonville	51	6.1
Danville	43	6.0
Fort Thomas	47	5.9
St. Matthews	40	5.5
Mayfield	24	4.5
Elizabethtown	34	4.4
Nicholasville	17	4.3
Somerset	26	4.2
Florence	33	4.2
Glasgow	26	4.0
Georgetown	20	3.9
Jeffersontown	20	3.6
Winchester	27	3.4
Murray	26	3.4
Radcliff	24	3.4
Erlanger	23	3.2
Middlesboro	6	0.9
POPULATION CATEGORY 5,000-9,999		
Elsmere	22	6.1
Edgewood	18	5.8
Fort Mitchell	19	4.9
Williamsburg	10	4.5
Berea	17	4.2
Campbellsville	14	3.5
Princeton	12	3.4
Maysville	13	3.4
Central City	9	3.2
Dayton	13	3.2
Paris	12	3.1
Cynthiana	9	2.7
Shelbyville	6	2.7
Harrodsburg	9	2.5
Hazard	7	2.5
Franklin	10	2.4
Russellville	8	2.3
Villa Hills	4	2.2
Bellevue	10	2.2
Flatwoods	11	2.1
Pikeville	6	2.1
Corbin	10	2.0
Monticello	4	2.0
Bardstown	7	1.9
Versailles	7	1.9
Independence	5	1.8
Mount Sterling	5	1.7
Morehead	6	1.6
Lebanon	3	1.1
Lawrenceburg	2	0.9
POPULATION CATEGORY 2,500-4,999		
Providence	20	8.1
Cumberland	13	6.6
Ludlow	16	6.0
Carrollton	12	5.4
Irvine	8	5.3
Marion	7	4.5
Columbia	8	4.2
Hickman	6	4.0
Stanford	5	3.6
Southgate	6	3.6
LaGrange	5	3.5
Catlettsburg	7	3.5
Highland Heights	8	3.1
Taylor Mill	9	2.8
Pineville	4	2.7
Scottsville	5	2.6
Hartford	3	2.4
Jenkins	4	2.4
Jackson	3	2.3
Benton	4	2.2
Springfield	3	2.0
Fulton	3	1.9
Fort Wright	5	1.9
Park Hills	4	1.8
Lancaster	3	1.8
Alexandria	4	1.5
Leitchfield	3	1.4
London	3	1.3
Paintsville	3	1.3
Russell	2	1.3
Dawson Springs	2	1.2
Vine Grove	2	1.2
Harlan	2	1.1
Barbourville	2	1.0
Prestonsburg	2	1.0
Greenville	2	0.9
Olive Hill	1	0.8
Tompkinsville	1	0.8
Stanton	1	0.7
Grayson	1	0.7
Williamstown	1	0.7
Morganfield	1	0.5
Wilmore	1	0.5
Flemingsburg	0	0.0
Mount Washington	0	0.0
Beaver Dam	0	0.0
Shepherdsville	0	0.0
Lakeside Park	0	0.0

TABLE 47. MOTORCYCLE ACCIDENT RATES BY COUNTY AND POPULATION CATEGORY (IN ORDER OF DECREASING PERCENTAGES)

COUNTY	NUMBER OF MOTORCYCLE ACCIDENTS (1984-1988)	ANNUAL ACCIDENT RATE (ACCIDENTS PER 10,000 POPULATION)
POPULATION CATEGORY UNDER 10,000		
Carroll	31	6.7
Trigg	28	6.0
Spencer	12	4.0
Ballard	17	3.9
Elliott	13	3.8
Hancock	14	3.6
Owen	16	3.6
Trimble	11	3.5
Livingston	16	3.5
Gallatin	8	3.3
Edmonson	14	2.8
Menifee	7	2.7
Hickman	8	2.6
Fulton	11	2.5
Wolfe	8	2.4
Clinton	11	2.4
Nicholas	8	2.2
Lyon	7	2.2
Metcalfe	10	2.1
Bracken	8	2.1
Cumberland	7	1.9
Carlisle	5	1.8
Crittenden	7	1.5
Lee	5	1.3
Owsley	3	1.1
Robertson	1	0.9
POPULATION CATEGORY 10,000-14,999		
Grant	36	5.4
Webster	34	4.6
Leslie	33	4.4
Todd	25	4.2
Pendleton	23	4.2
Simpson	29	4.0
McLean	19	3.8
Allen	26	3.7
Anderson	23	3.7
Lewis	26	3.6
Caldwell	24	3.6
Larue	21	3.5
Jackson	21	3.5
Garrard	18	3.3
Morgan	20	3.3
Henry	21	3.3
Butler	17	3.1
Rockcastle	21	3.0
Lawrence	20	2.8
Washington	15	2.8
Powell	15	2.7
Estill	19	2.6
Casey	19	2.6
Monroe	15	2.4
Bath	11	2.2
Green	12	2.2
Russell	13	1.9
Fleming	11	1.8
Magoffin	9	1.3
Martin	7	1.0
POPULATION CATEGORY 15,000-24,999		
Mercer	50	5.3
Scott	52	4.8
Harrison	35	4.6
Meade	50	4.4
Hart	33	4.3
Rowan	39	4.1
Shelby	45	3.9
Woodford	34	3.8
Breathitt	32	3.8
Lincoln	35	3.7
Logan	42	3.5
Union	29	3.3
Taylor	34	3.2
Bourbon	31	3.2
Mason	28	3.2
Wayne	25	2.9
Montgomery	29	2.9
Clay	31	2.7
Ohio	29	2.7
Marion	23	2.6
Knott	23	2.6
McCreary	20	2.6
Adair	19	2.5
Grayson	24	2.3
Breckinridge	15	1.8
Johnson	21	1.7
POPULATION CATEGORY 25,000-50,000		
Boone	166	7.2
Henderson	141	6.9
Calloway	83	5.5
Muhlenberg	78	4.8
Hopkins	110	4.8
Graves	80	4.7
Marshall	59	4.6
Barren	77	4.5
Jessamine	57	4.3
Laurel	82	4.2
Franklin	87	4.2
Knox	62	4.1
Perry	67	4.0
Harlan	82	3.9
Bell	66	3.8
Bullitt	80	3.7
Clark	52	3.7
Boyle	46	3.7
Oldham	51	3.6
Floyd	86	3.5
Whitley	57	3.4
Nelson	44	3.2
Pulaski	67	2.9
Carter	33	2.6
Letcher	37	2.4
Greenup	45	2.3
POPULATION CATEGORY OVER 50,000		
McCracken	213	6.9
Fayette	658	6.4
Kenton	388	5.7
Daviess	239	5.6
Warren	199	5.5
Hardin	236	5.3
Madison	141	5.3
Jefferson	1,624	4.7
Christian	156	4.7
Campbell	171	4.1
Boyd	100	3.6
Pike	126	3.1

TABLE 48. MOTORCYCLE ACCIDENT RATES BY CITY AND POPULATION CATEGORY (IN ORDER OF DECREASING PERCENTAGES)

CITY	NUMBER OF MOTORCYCLE ACCIDENTS (1984-1988)	ANNUAL ACCIDENT RATE (ACCIDENTS PER 10,000 POPULATION)
POPULATION CATEGORY OVER 200,000		
Lexington	653	6.4
Louisville	922	6.2
POPULATION CATEGORY 20,000-55,000		
Paducah	139	9.5
Henderson	104	8.4
Bowling Green	141	7.0
Covington	158	6.4
Richmond	61	5.7
Newport	61	5.6
Owensboro	146	5.4
Ashland	72	5.3
Frankfort	58	4.5
Hopkinsville	52	3.8
POPULATION CATEGORY 10,000-19,999		
Erlanger	100	13.8
Elizabethtown	68	8.8
St. Matthews	62	8.6
Florence	66	8.5
Radcliff	52	7.3
Madisonville	52	6.2
Middlesboro	38	5.9
Mayfield	30	5.6
Somerset	33	5.4
Georgetown	25	4.8
Winchester	36	4.6
Jeffersontown	25	4.6
Murray	33	4.3
Glasgow	28	4.3
Nicholasville	17	4.3
Danville	29	4.0
Shively	33	3.9
Fort Thomas	14	1.7
POPULATION CATEGORY 5,000-9,999		
Monticello	17	8.5
Shelbyville	17	7.6
Williamsburg	16	7.2
Harrodsburg	22	6.1
Hazard	17	6.0
Versailles	22	5.9
Pikeville	17	5.8
Mount Sterling	17	5.8
Elsmere	20	5.6
Bellevue	24	5.2
Berea	20	5.0
Lawrenceburg	11	4.9
Edgewood	15	4.9
Flatwoods	23	4.3
Cynthiana	14	4.2
Maysville	16	4.1
Campbellsville	16	4.0
Russellville	14	4.0
Corbin	19	3.9
Princeton	13	3.7
Independence	10	3.6
Central City	10	3.6
Morehead	13	3.6
Dayton	14	3.4
Fort Mitchell	13	3.4
Bardstown	11	3.0
Paris	11	2.8
Villa Hills	4	2.2
Lebanon	6	2.1
Franklin	7	1.7
POPULATION CATEGORY 2,500-4,999		
Irvine	12	7.9
Ludlow	20	7.5
Cumberland	13	6.6
Beaver Dam	10	6.5
Harlan	12	6.5
Greenville	13	5.7
Hickman	8	5.4
Alexandria	14	5.4
Pineville	8	5.3
Leitchfield	11	5.1
Prestonsburg	10	5.0
Park Hills	11	5.0
Carrollton	11	5.0
Barbourville	9	4.7
Springfield	7	4.6
Catlettsburg	9	4.5
Russell	7	4.4
Fulton	7	4.4
Taylor Mill	14	4.4
Stanford	6	4.3
Morganfield	8	4.3
LaGrange	6	4.2
Southgate	7	4.2
Olive Hill	5	3.9
London	9	3.9
Highland Heights	10	3.9
Tompkinsville	5	3.8
Dawson Springs	6	3.7
Providence	9	3.6
Jackson	4	3.1
Fort Wright	8	3.0
Stanton	4	3.0
Vine Grove	5	2.9
Grayson	4	2.8
Marion	4	2.6
Lancaster	4	2.4
Shepherdsville	4	2.3
Benton	4	2.2
Columbia	4	2.1
Williamstown	3	2.1
Flemingsburg	3	2.1
Lakeside Park	3	1.8
Paintsville	4	1.7
Hartford	2	1.6
Scottsville	2	1.1
Jenkins	1	0.6
Wilmore	0	0.0
Mount Washington	0	0.0

TABLE 49. SCHOOL BUS ACCIDENT RATES BY COUNTY AND POPULATION CATEGORY (IN ORDER OF DECREASING PERCENTAGES)

COUNTY	NUMBER OF SCHOOL BUS ACCIDENTS (1984-1988)	ANNUAL ACCIDENT RATE (ACCIDENTS PER 10,000 POPULATION)
POPULATION CATEGORY UNDER 10,000		
Metcalfe	16	3.4
Wolfe	9	2.7
Gallatin	6	2.5
Owsley	7	2.5
Carroll	10	2.2
Owen	9	2.0
Crittenden	9	2.0
Trimble	5	1.6
Edmonson	7	1.4
Lee	5	1.3
Menifee	3	1.2
Carlisle	3	1.1
Spencer	3	1.0
Hickman	3	1.0
Fulton	4	0.9
Clinton	4	0.9
Trigg	4	0.9
Livingston	3	0.7
Lyon	2	0.6
Nicholas	2	0.6
Hancock	2	0.5
Elliott	1	0.3
Cumberland	1	0.3
Ballard	1	0.2
Bracken	0	0.0
Robertson	0	0.0
POPULATION CATEGORY 10,000-14,999		
Jackson	17	2.8
Rockcastle	19	2.7
Pendleton	14	2.5
Anderson	15	2.4
Estill	17	2.3
Morgan	14	2.3
Webster	17	2.3
Bath	10	2.0
Caldwell	13	1.9
Powell	10	1.8
Henry	11	1.7
Larue	10	1.7
Butler	9	1.6
Lawrence	11	1.6
Allen	11	1.6
Grant	10	1.5
Green	8	1.4
McLean	7	1.4
Washington	7	1.3
Magoffin	8	1.2
Martin	8	1.1
Fleming	7	1.1
Lewis	7	1.0
Leslie	7	0.9
Monroe	5	0.8
Todd	4	0.7
Simpson	4	0.5
Casey	4	0.5
Russell	3	0.4
Garrard	2	0.4
POPULATION CATEGORY 15,000-24,999		
Marion	33	3.7
Adair	21	2.8
Breathitt	22	2.6
Knott	23	2.6
Bourbon	22	2.3
Montgomery	22	2.2
Harrison	16	2.1
Mason	18	2.0
Woodford	17	1.9
Lincoln	18	1.9
Scott	20	1.8
Logan	22	1.8
Grayson	19	1.8
McCreary	14	1.8
Mercer	17	1.8
Shelby	19	1.6
Rowan	15	1.6
Johnson	15	1.2
Clay	13	1.1
Ohio	12	1.1
Breckinridge	9	1.1
Meade	11	1.0
Taylor	9	0.8
Wayne	7	0.8
Union	7	0.8
Hart	5	0.6
POPULATION CATEGORY 25,000-50,000		
Clark	44	3.1
Laurel	57	2.9
Whitley	45	2.7
Hopkins	61	2.6
Floyd	60	2.5
Henderson	46	2.3
Perry	38	2.3
Knox	34	2.2
Franklin	47	2.2
Jessamine	29	2.2
Bullitt	46	2.1
Oldham	28	2.0
Boone	44	1.9
Graves	32	1.9
Letcher	28	1.8
Pulaski	41	1.8
Carter	21	1.7
Harlan	34	1.6
Boyle	20	1.6
Nelson	22	1.6
Muhlenberg	21	1.3
Marshall	16	1.2
Greenup	24	1.2
Bell	20	1.2
Calloway	15	1.0
Barren	15	0.9
POPULATION CATEGORY OVER 50,000		
Fayette	266	2.6
Kenton	171	2.5
Warren	84	2.3
Pike	91	2.2
Boyd	53	1.9
Jefferson	633	1.8
Daviess	78	1.8
Madison	48	1.8
Hardin	67	1.5
Christian	46	1.4
McCracken	38	1.2
Campbell	43	1.0

TABLE 50. SCHOOL BUS ACCIDENT RATES BY CITY AND POPULATION CATEGORY (IN ORDER OF DECREASING PERCENTAGES)

CITY	NUMBER OF SCHOOL BUS ACCIDENTS (1984-1988)	ANNUAL ACCIDENT RATE (ACCIDENTS PER 10,000 POPULATION)
POPULATION CATEGORY OVER 200,000		
Lexington	262	2.6
Louisville	350	2.3
POPULATION CATEGORY 20,000-55,000		
Covington	69	2.8
Hopkinsville	36	2.7
Bowling Green	53	2.6
Frankfort	34	2.6
Ashland	34	2.5
Henderson	28	2.3
Newport	20	1.8
Owensboro	49	1.8
Paducah	20	1.4
Richmond	8	0.7
POPULATION CATEGORY 10,000-19,999		
Murray	29	3.8
Georgetown	18	3.5
Elizabethtown	25	3.3
Shively	27	3.2
Madisonville	26	3.1
Mayfield	16	3.0
Jeffersontown	15	2.7
Nicholasville	10	2.5
Winchester	19	2.4
Danville	15	2.1
Florence	15	1.9
Glasgow	11	1.7
Radcliff	11	1.5
Erlanger	11	1.5
St. Matthews	10	1.4
Somerset	8	1.3
Fort Thomas	3	0.4
Middlesboro	1	0.2
POPULATION CATEGORY 5,000-9,999		
Shelbyville	13	5.8
Williamsburg	12	5.4
Cynthiana	17	5.2
Lawrenceburg	10	4.4
Monticello	8	4.0
Berea	15	3.7
Villa Hills	6	3.3
Flatwoods	17	3.2
Pikeville	9	3.1
Bellevue	14	3.1
Independence	8	2.9
Harrodsburg	10	2.8
Mount Sterling	8	2.7
Campbellsville	10	2.5
Dayton	9	2.2
Russellville	7	2.0
Morehead	7	1.9
Paris	7	1.8
Central City	5	1.8
Bardstown	6	1.7
Hazard	4	1.4
Elsmere	4	1.1
Lebanon	3	1.1
Edgewood	3	1.0
Franklin	4	1.0
Corbin	4	0.8
Versailles	3	0.8
Maysville	2	0.5
Princeton	0	0.0
Fort Mitchell	0	0.0
POPULATION CATEGORY 2,500-4,999		
Prestonsburg	11	5.5
Benton	9	4.9
Southgate	8	4.8
Shepherdsville	8	4.6
Tompkinsville	6	4.5
Stanford	6	4.3
Paintsville	10	4.2
Fort Wright	11	4.1
Vine Grove	7	4.1
Stanton	5	3.7
Jenkins	6	3.5
Olive Hill	4	3.2
Highland Heights	8	3.1
Cumberland	6	3.0
Catlettsburg	6	3.0
Leitchfield	6	2.8
Taylor Mill	9	2.8
Williamstown	4	2.8
Irvine	4	2.6
Barbourville	5	2.6
Ludlow	6	2.3
Greenville	5	2.2
Scottsville	4	2.1
Pineville	3	2.0
Columbia	3	1.6
Grayson	2	1.4
Park Hills	3	1.4
Springfield	2	1.3
Beaver Dam	2	1.3
Russell	2	1.3
Lakeside Park	2	1.2
Dawson Springs	2	1.2
London	2	0.9
Mount Washington	1	0.8
Jackson	1	0.8
LaGrange	1	0.7
Flemingsburg	1	0.7
Fulton	1	0.6
Morganfield	1	0.5
Wilmore	1	0.5
Carrollton	1	0.5
Alexandria	1	0.4
Marion	0	0.0
Lancaster	0	0.0
Harlan	0	0.0
Hickman	0	0.0
Hartford	0	0.0
Providence	0	0.0

TABLE 51. TRUCK ACCIDENT RATES BY COUNTY AND POPULATION CATEGORY (IN ORDER OF DECREASING PERCENTAGES)

COUNTY	NUMBER OF TRUCK ACCIDENTS (1984-1988)	ANNUAL ACCIDENT RATE (ACCIDENTS PER 10,000 POPULATION)
POPULATION CATEGORY UNDER 10,000		
Gallatin	158	65.3
Carroll	237	51.1
Wolfe	116	34.6
Ballard	141	32.1
Lyon	97	29.9
Trigg	131	27.9
Livingston	97	21.0
Hancock	81	20.9
Trimble	63	20.2
Lee	78	20.1
Fulton	90	20.1
Edmonson	96	19.3
Clinton	85	18.2
Hickman	53	17.5
Carlisle	46	16.8
Menifee	42	16.4
Crittenden	69	15.0
Metcalfe	70	14.8
Owen	63	14.1
Spencer	41	13.8
Bracken	51	13.2
Owsley	37	13.0
Elliott	42	12.2
Cumberland	35	9.6
Nicholas	32	8.9
Robertson	4	3.5
POPULATION CATEGORY 10,000-14,999		
Grant	466	70.0
Lawrence	350	49.6
Simpson	362	49.3
Henry	293	46.0
Rockcastle	279	39.9
Webster	274	36.9
Martin	218	31.3
Anderson	187	29.8
Magoffin	184	27.2
Allen	187	26.5
Butler	142	25.7
Leslie	188	25.3
Caldwell	168	24.9
Fleming	145	23.5
Bath	114	22.7
Powell	121	21.8
Larue	130	21.7
Pendleton	117	21.3
McLean	97	19.2
Washington	100	18.6
Green	99	17.9
Garrard	82	15.1
Todd	88	14.8
Jackson	86	14.3
Lewis	99	13.6
Morgan	73	12.1
Estill	78	10.8
Monroe	56	9.1
Casey	63	8.5
Russell	58	8.5
POPULATION CATEGORY 15,000-24,999		
Scott	559	51.3
Shelby	597	51.2
Mason	340	38.3
Woodford	327	36.8
Hart	247	32.1
Bourbon	307	31.6
Breathitt	262	30.8
Harrison	225	29.7
Rowan	268	28.1
Montgomery	275	27.4
Logan	331	27.4
Johnson	315	25.8
Grayson	264	25.3
Ohio	274	25.2
Mercer	232	24.4
Union	211	23.7
Clay	267	23.5
Lincoln	220	23.1
Adair	174	22.8
Breckinridge	176	20.9
Knott	183	20.4
Taylor	208	19.6
Meade	206	18.0
Marion	157	17.5
Wayne	123	14.5
McCreary	86	11.0
POPULATION CATEGORY 25,000-50,000		
Boone	2,044	89.2
Henderson	911	44.6
Laurel	857	44.0
Perry	738	43.7
Hopkins	841	36.4
Floyd	866	35.5
Bullitt	749	34.6
Whitley	575	34.4
Harlan	714	34.1
Clark	467	33.0
Oldham	443	31.5
Marshall	392	30.6
Bell	515	30.0
Jessamine	399	29.9
Franklin	614	29.4
Barren	482	28.3
Muhlenberg	453	28.1
Nelson	384	27.8
Boyle	319	25.5
Pulaski	577	25.2
Letcher	350	22.8
Carter	285	22.7
Graves	362	21.3
Knox	321	21.2
Greenup	322	16.5
Calloway	231	15.4
POPULATION CATEGORY OVER 50,000		
Madison	1,384	51.9
Jefferson	16,322	47.7
Pike	1,758	43.3
Fayette	4,129	40.4
Warren	1,444	40.2
Kenton	2,613	38.1
Boyd	1,019	36.7
McCracken	941	30.7
Hardin	1,314	29.6
Campbell	1,177	28.3
Daviess	1,213	28.2
Christian	909	27.2

TABLE 52. ACCIDENTS INVOLVING VEHICLE DEFECT BEFORE AND AFTER REPEAL OF VEHICLE INSPECTION LAW

TIME PERIOD	TOTAL NUMBER OF ACCIDENTS*	NUMBER OF ACCIDENTS INVOLVING VEHICLE DEFECTS	PERCENT OF ALL ACCIDENTS INVOLVING VEHICLE DEFECTS
October 1976 - May 1978 (20 Months Before Repeal of Law)	246,500	14,440	5.86
June 1978 - December 1979 (19 Months After Repeal of Law)	233,155	16,527	7.09
January 1980 - December 1980	124,503	9,176	7.37
January 1981 - December 1981	121,810	9,196	7.55
January 1982 - December 1982	121,080	9,074	7.49
January 1983 - December 1983	124,228	9,307	7.49
January 1984 - December 1984	133,240	9,644	7.24
January 1985 - December 1985	137,877	9,415	6.83
January 1986 - December 1986	135,173	9,866	7.30
January 1987 - December 1987	138,031 **	9,812	7.11
January 1988 - December 1988	143,159 **	9,380	6.55

* Does not include accidents in which the vehicle defect code was unknown.

** Total accidents based on factor obtained from previous years' data.

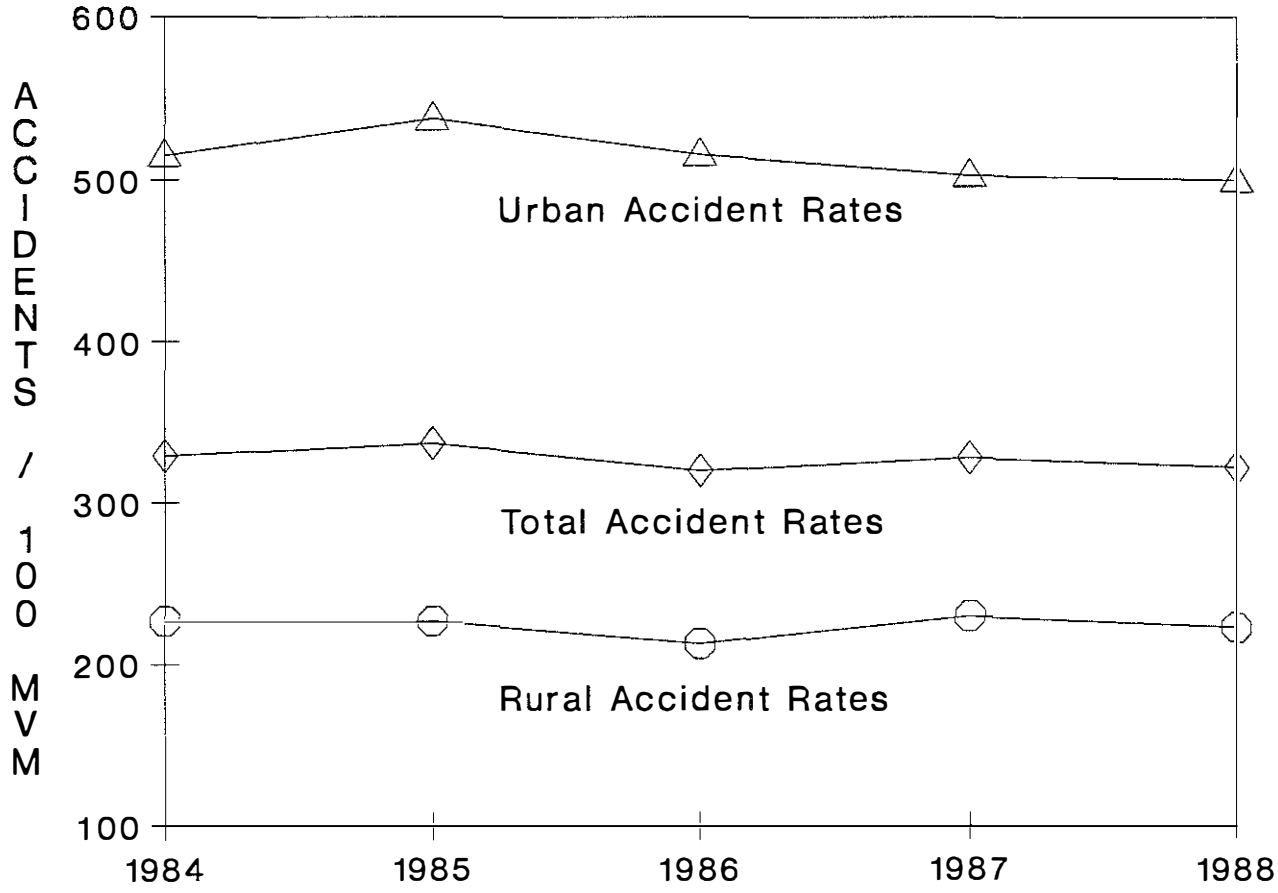

Figure 1. Trend in Accident Rates

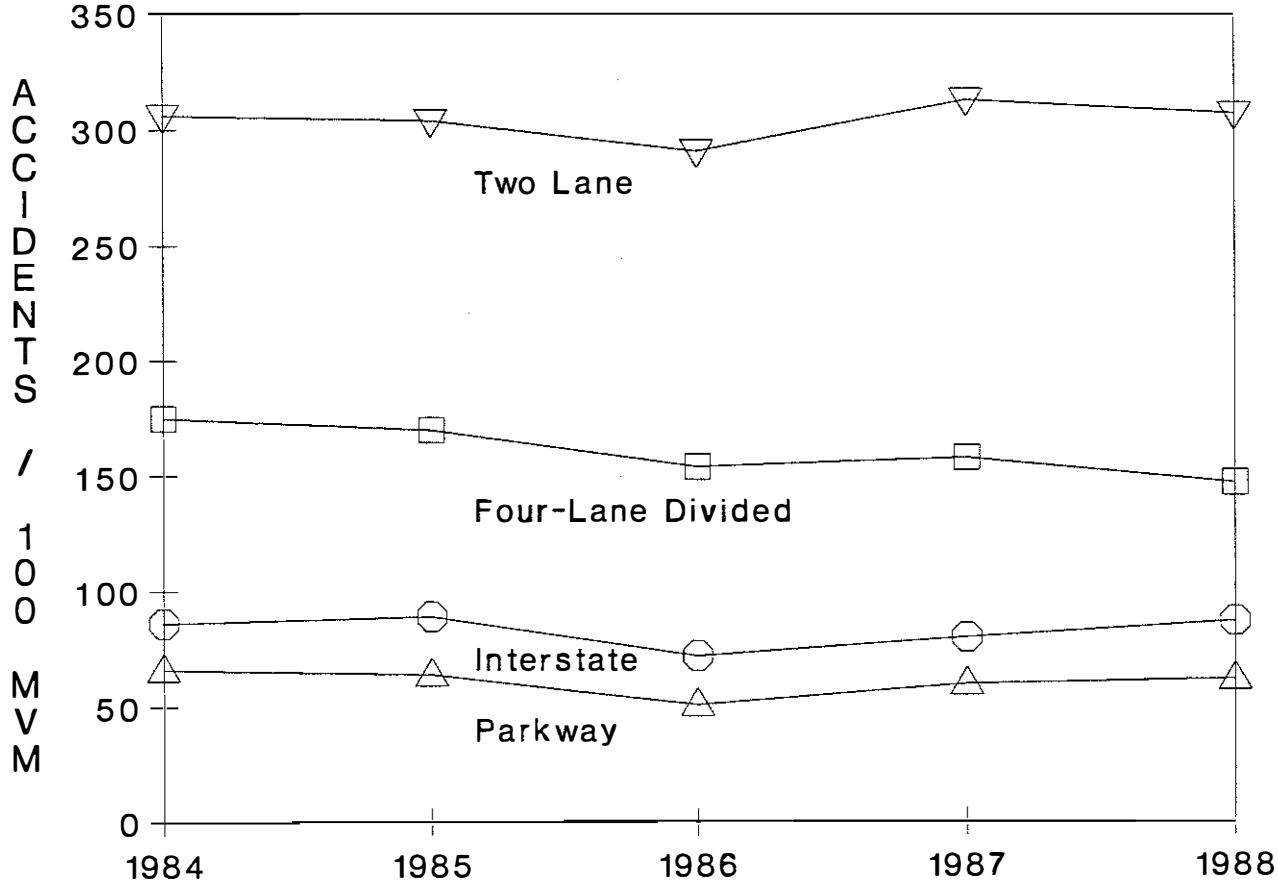

Figure 2. Trends in Rural Accident Rates

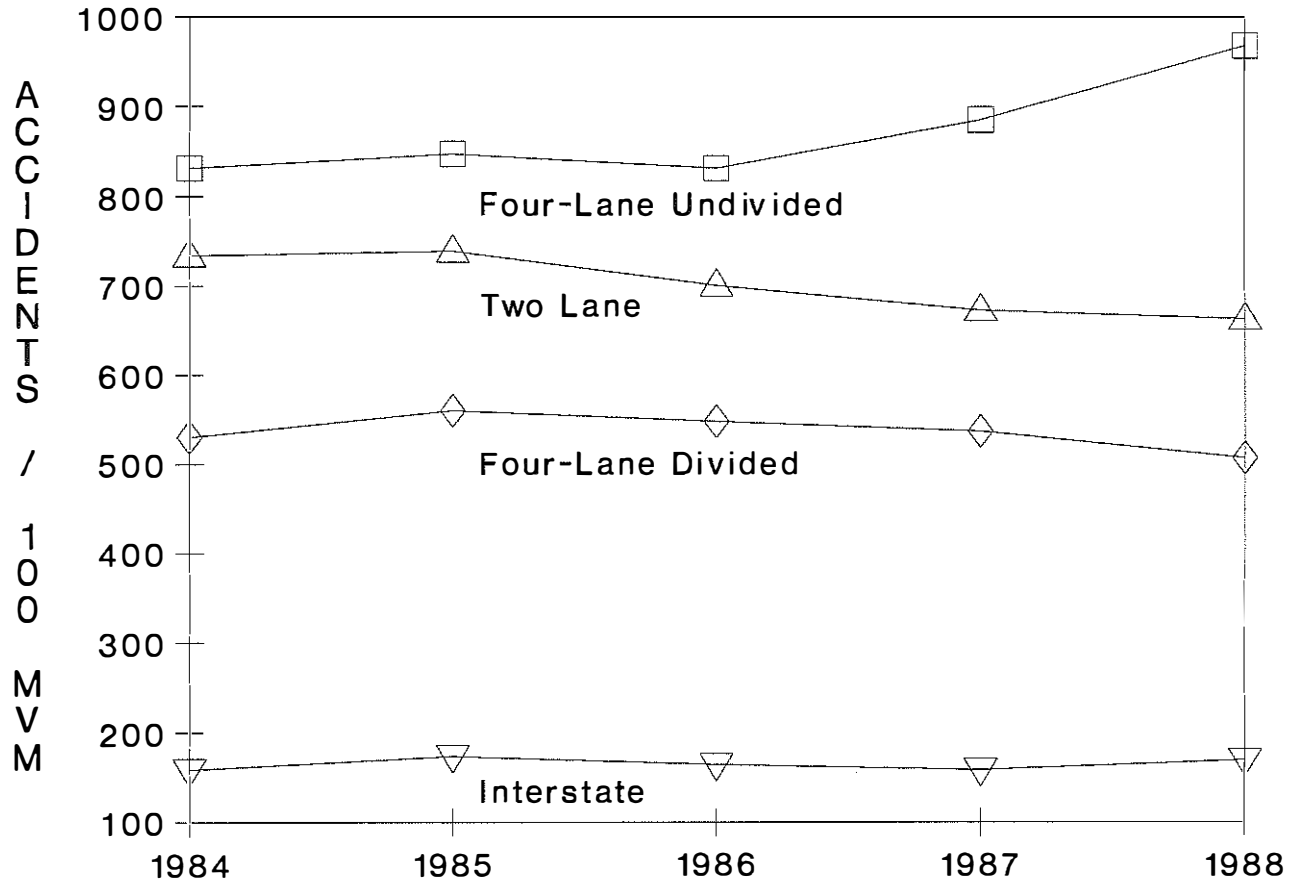

Figure 3. Trends in Urban Accident Rate

APPENDIX A

STATEWIDE ACCIDENT RATES AS A FUNCTION OF SEVERAL VARIABLES

Highways are grouped into various system classifications. Three common types of grouping include 1) functional classification, 2) federal-aid system, and 3) administrative classification. Statewide accident rates were determined for each of those groupings. Following is a summary of the findings.

Average statewide rates by functional classification are listed in Table A-1. Highways were grouped into a rural or urban category and then into systems such as arterial, collector, and local. Rates were determined considering all accidents, injury accidents only, and fatal accidents only. The highest overall accident rates were for urban principal arterials (non-interstate or freeway) and urban minor arterials followed by urban collectors. The lowest overall rate was for rural principal arterials (interstate) followed by urban principal arterials (interstate and other freeway) and rural principal arterials (non-interstate). Injury accident rates for the various categories were ordered similar to overall accident rates. However, the ordering for the fatal accident rates was different. The highest fatal accident rates were for rural collectors and minor arterials. The lowest fatal accident rates were for urban principal arterials (interstate and other freeway), the local urban system, and rural principal arterials (interstate).

Statewide accident rates by federal-aid system are shown in Table A-2. The highest rate was for the federal-aid urban system and the lowest rate was for the interstate system. The federal-aid primary (non-interstate), federal-aid secondary (rural), and non-federal-aid systems had similar rates.

Statewide accident rates by administrative classification are listed in Table A-3. The rate for the primary system was lowest, and rates for the secondary, rural secondary, and unclassified systems were similar.

Benefits of providing a median and access control are shown in Tables A-4 and A-5, respectively. Increasing the median width to greater than 30 feet provides an additional accident-rate reduction as shown in Table A-4. The large decrease in the accident rate resulting from going from partial to full access control is shown in Table A-5. The accident rate for partial control of access was not substantially below that for no access control.

An analysis of accident rates for rural highways by federal-aid system and terrain is presented in Table A-6. Each county was given a terrain classification as either flat, rolling, or mountainous since a classification was not available for each road segment. Considering the entire system, the lowest rate was for flat terrain with the mountainous terrain next and rolling terrain highest.

Rates by rural-urban designation are shown in Table A-7. The lowest rate was for rural areas. The highest rate was for small urban areas rather than urbanized areas, although the average traffic volume was much higher in urbanized areas. The presence of more freeway-type highways in the urbanized areas may account for this finding.

The summary of accident rates by route signing identifier reveals that US-signed routes have a slightly higher rate than state-marked routes, with interstates having a much lower rate (Table A-8). The US-signed routes have a higher average volume than state-marked routes, which may account for the higher accident rate.

The relationship between accident rate and traffic volume for various federal-aid highway classifications is illustrated in Table A-9. For interstates, which have high design criteria, the accident rate increased with volume. For federal-aid primary and non-federal aid highways, rates were highest for both the lowest and the highest volume ranges. For federal-aid urban and federal-aid secondary highways, rates decreased as volume increased. One reason for a high rate at low-volume locations is the fact that a few accidents may increase the rate substantially. Lower volume roads also are constructed to less stringent design standards, which could contribute to a higher accident rate.

TABLE A-1. STATEWIDE ACCIDENT RATES BY FUNCTIONAL CLASSIFICATION
(1984-1988 DATA)

LOCATION	FUNCTIONAL CLASSIFICATION	AVERAGE TOTAL MILEAGE	AVERAGE AADT	ACCIDENT RATES (ACC PER 100 MVM) ALL	INJURY	FATAL
Rural	Principal Arterial, Interstate	576	18,730	60	19	0.9
	Principal Arterial, Other	1,485	5,520	157	54	2.4
	Minor Arterial	1,828	3,260	287	94	3.8
	Major Collector	7,230	1,620	330	114	4.3
	Minor Collector	9,192	510	355	129	4.6
	Local System	2,816	480	286	91	3.1
Urban	Principal Arterial, Interstate	166	43,810	161	37	0.8
	Principal Arterial, Other Freeway	85	15,600	125	34	0.6
	Principal Arterial, Other	426	15,580	730	173	1.8
	Minor Arterial	777	8,460	723	175	1.9
	Collector	251	3,220	625	166	2.0
	Local System	87	2,320	358	93	0.8

TABLE A-2. STATEWIDE ACCIDENT RATES BY FEDERAL-AID SYSTEM
(1984-1988 DATA)

FEDERAL-AID SYSTEM	ACCIDENTS	TOTAL MILEAGE	AVERAGE AADT	ACCIDENT RATE (ACC/100 MVM)
Interstate	33,360	743	24,350	101
Federal-Aid Primary (other than Interstate)	128,842	3,769	5,580	336
Federal-Aid Urban	122,690	1,093	8,290	742
Federal-Aid Secondary (Rural only)	70,461	7,230	1,620	330
Non-Federal Aid	39,169	12,110	520	342

TABLE A-3. STATEWIDE ACCIDENT RATES BY ADMINISTRATIVE CLASSIFICATION (1984-1988 DATA)

ADMINISTRATIVE CLASSIFICATION	ACCIDENTS	TOTAL MILEAGE	AVERAGE AADT	ACCIDENT RATE (ACC/100 MVM)
Primary	189,315	4,641	8,760	255
Secondary	148,548	7,812	2,280	457
Rural Secondary	45,375	9,831	620	407
Unclassified	11,284	2,662	580	400

TABLE A-4. STATEWIDE ACCIDENT RATES BY MEDIAN TYPE (RURAL ROADS) (WITH FOUR OR MORE LANES)(1984-1988 DATA)

MEDIAN TYPE	ACCIDENTS	TOTAL MILEAGE	AVERAGE AADT	ACCIDENT RATE (ACC/100 MVM)
Undivided, No Median	3,598	66	9,860	303
Divided, Median Less than 30 Feet, No Barrier	5,959	261	9,520	132
Divided, Median Greater than 30 Feet, No Barrier	15,185	1,067	11,650	67

TABLE A-5. STATEWIDE ACCIDENT RATES BY ACCESS CONTROL (1984-1988 DATA)

MEDIAN TYPE	ACCIDENTS	TOTAL MILEAGE	AVERAGE AADT	ACCIDENT RATE (ACC/100 MVM)
Full Control	40,409	1,429	15,360	101
Partial Control	3,867	37	14,310	401
No Control	350,128	23,468	1,860	440

TABLE A-6. ACCIDENT RATES FOR RURAL HIGHWAYS BY FEDERAL-AID SYSTEM AND TERRAIN (1984-1988 DATA)

FEDERAL-AID SYSTEM	ACCIDENT RATE (ACC/100 MVM) BY TERRAIN CLASSIFICATION		
	FLAT	ROLLING	MOUNTAINOUS
Interstate	47	89	52
Federal-Aid Primary	215	233	199
Federal-Aid Secondary	245	367	315
Non-Federal Aid	271	347	324
All	210	262	235

TABLE A-7. STATEWIDE ACCIDENT RATES BY RURAL-URBAN DESIGNATION (1984-1988 DATA)

AREA TYPE	ACCIDENTS	TOTAL MILEAGE	AVERAGE AADT	ACCIDENT RATE (ACC/100 MVM)
Rural	174,417	23,118	1,850	224
Small Urban Area	69,399	866	7,820	561
Urbanized Area	150,706	955	17,470	495

TABLE A-8. STATEWIDE ACCIDENT RATES BY ROUTE SIGNING IDENTIFIER (1984-1988 DATA)

ROUTE SIGNING IDENTIFIER	ACCIDENTS	TOTAL MILEAGE	AVERAGE AADT	ACCIDENT RATE (ACC/100 MVM)
Interstate	33,360	743	24,350	101
US	171,404	3,529	5,750	463
State	189,448	20,659	1,340	375

TABLE A-9. RELATIONSHIP BETWEEN ACCIDENT RATE AND TRAFFIC VOLUME (1984-1988 DATA)

VOLUME RANGE (AADT)	ACCIDENT RATE (ACC/100 MVM)				
	INTERSTATE	FEDERAL-AID PRIMARY	FEDERAL-AID URBAN	FEDERAL-AID SECONDARY	NON-FEDERAL AID
0 - 999	*	615	1,522	413	372
1,000-2,499	*	289	794	343	350
2,500-4,999	*	216	734	310	292
5,000-9,999	57	250	766	276	195
10,000-19,999	64	421	740	216	345
20,000-29,999	60	622	717	*	*
30,000-39,999	88	681	698	*	*
40,000 or more	189	376	511	*	*

* No data in this volume range.

APPENDIX B

CRITICAL "NUMBERS OF ACCIDENTS" TABLES

TABLE B-1. CRITICAL NUMBERS OF ACCIDENTS ON RURAL HIGHWAYS BY HIGHWAY TYPE AND SECTION LENGTH (FIVE-YEAR PERIOD) (1984-1988)

HIGHWAY TYPE	CRITICAL NUMBER OF ACCIDENTS FOR THE GIVEN SECTION LENGTH (MILES)						
	0.4	1	2	5	10	15	20
One-Lane	4	6	10	19	32	45	57
Two-Lane	8	14	24	50	91	131	169
Three-Lane	23	48	86	195	371	544	715
Four-Lane Divided (Non-Interstate and Parkway)	17	36	64	142	268	391	513
Four-Lane Undivided	39	85	157	365	703	1,036	1,368
Interstate	16	33	58	130	244	356	466
Parkway	7	13	23	47	86	122	159

TABLE B-2. CRITICAL NUMBERS OF ACCIDENTS ON URBAN HIGHWAYS BY HIGHWAY TYPE AND SECTION LENGTH (FIVE-YEAR PERIOD) (1984-1988)

HIGHWAY TYPE	CRITICAL NUMBER OF ACCIDENTS FOR THE GIVEN SECTION LENGTH (MILES)					
	0.4	1	2	5	8	10
Two-Lane	48	105	196	460	718	889
Three-Lane	58	130	245	577	903	1,118
Four-Lane Divided (Non-Interstate and Parkway)	99	225	429	1,025	1,614	2,004
Four-Lane Undivided	144	335	644	1,551	2,449	3,044
Interstate	74	166	314	746	1,171	1,452
Parkway	12	24	41	89	136	166

APPENDIX C

CRITICAL ACCIDENT RATE TABLES FOR HIGHWAY SECTIONS

TABLE C-1. CRITICAL ACCIDENT RATES FOR RURAL ONE-LANE SECTIONS (FIVE-YEAR PERIOD)(1984-1988)

AADT	CRITICAL ACCIDENT RATE (ACC/100 MVM) FOR THE GIVEN SECTION LENGTH (MILES)				
	0.5	1	2	5	10
100	2,881	2,063	1,541	1,117	918
200	2,063	1,541	1,201	918	783
300	1,731	1,325	1,057	833	724
400	1,541	1,201	974	783	690
500	1,416	1,117	918	749	666
700	1,256	1,011	846	705	636
1,000	1,117	918	783	666	609
1,500	991	833	724	630	584
2,000	918	783	690	609	569
2,500	869	749	666	595	559
3,000	833	724	649	584	552

TABLE C-2. CRITICAL ACCIDENT RATES FOR RURAL TWO-LANE SECTIONS (FIVE-YEAR PERIOD)(1984-1988)

AADT	CRITICAL ACCIDENT RATE (ACC/100 MVM) FOR THE GIVEN SECTION LENGTH (MILES)					
	0.5	1	2	5	10	20
100	2,340	1,630	1,185	829	664	553
300	1,346	1,003	779	594	505	445
500	1,079	829	664	526	459	412
1,000	829	664	553	459	412	380
1,500	725	594	505	429	392	366
2,000	664	553	477	412	380	358
3,000	594	505	445	392	366	348
4,000	553	477	425	380	358	342
5,000	526	459	412	372	352	338
6,000	505	445	403	366	348	335
7,000	490	434	395	361	344	333
8,000	477	425	389	358	342	331
9,000	467	418	384	354	340	329
10,000	459	412	380	352	338	328

TABLE C-3. CRITICAL ACCIDENT RATES FOR RURAL THREE-LANE SECTIONS (FIVE-YEAR PERIOD)(1984-1988)

AADT	CRITICAL ACCIDENT RATE (ACC/100 MVM) FOR THE GIVEN SECTION LENGTH (MILES)				
	0.5	1	2	3	5
100	3,406	2,489	1,897	1,650	1,412
300	2,113	1,650	1,342	1,211	1,082
500	1,754	1,412	1,181	1,082	984
1,000	1,412	1,181	1,023	955	888
1,500	1,266	1,082	955	900	846
2,000	1,181	1,023	915	868	821
3,000	1,082	955	868	829	791
4,000	1,023	915	840	807	774
5,000	984	888	821	791	762
6,000	955	868	807	780	753
7,000	933	852	796	771	746
8,000	915	840	787	764	741
9,000	900	829	780	758	736
10,000	888	821	774	753	733

TABLE C-4. CRITICAL ACCIDENT RATES FOR RURAL FOUR-LANE DIVIDED SECTIONS (NON-INTERSTATE AND PARKWAY) SECTIONS (FIVE-YEAR PERIOD)(1984-1988)

	CRITICAL ACCIDENT RATE (ACC/100 MVM) FOR THE GIVEN SECTION LENGTH (MILES)				
AADT	0.5	1	2	5	10
500	750	554	427	322	272
1,000	554	427	343	272	238
2,500	396	322	272	229	208
5,000	322	272	238	208	194
7,500	291	251	223	199	187
10,000	272	238	214	194	184
15,000	251	223	204	187	179
20,000	238	214	198	184	176
30,000	223	204	191	179	173
40,000	214	198	186	176	171
50,000	208	194	184	175	170

TABLE C-5. CRITICAL ACCIDENT RATES FOR RURAL FOUR-LANE UNDIVIDED SECTIONS (FIVE-YEAR PERIOD) (1984-1988)

	CRITICAL ACCIDENT RATE (ACC/100 MVM) FOR THE GIVEN SECTION LENGTH (MILES)				
AADT	0.5	1	2	5	10
500	1,249	974	791	637	562
1,000	974	791	667	562	510
2,500	746	637	562	497	464
5,000	637	562	510	464	442
7,500	589	529	487	450	432
10,000	562	510	474	442	426
20,000	510	474	448	426	415
30,000	487	458	437	419	410
40,000	474	448	430	415	407
50,000	464	442	426	412	405

TABLE C-6. CRITICAL ACCIDENT RATES FOR RURAL INTERSTATE SECTIONS (FIVE-YEAR PERIOD)(1984-1988)

	CRITICAL ACCIDENT RATE (ACC/100 MVM) FOR THE GIVEN SECTION LENGTH (MILES)					
AADT	0.5	1	2	5	10	20
500	468	326	237	166	133	111
1,000	326	237	180	133	111	95
2,500	216	166	133	105	92	82
5,000	166	133	111	92	82	76
7,500	145	119	101	86	78	73
10,000	133	111	95	82	76	71
20,000	111	95	85	76	71	68
30,000	101	89	80	73	69	67
40,000	95	85	78	71	68	66
50,000	92	82	76	70	68	66

TABLE C-7. CRITICAL ACCIDENT RATES FOR RURAL PARKWAY SECTIONS (FIVE-YEAR PERIOD)(1984-1988)

AADT	CRITICAL ACCIDENT RATE (ACC/100 MVM) FOR THE GIVEN SECTION LENGTH (MILES)					
	0.5	1	2	5	10	20
400	608	426	311	219	176	148
700	454	329	249	183	152	131
1,000	383	284	219	166	140	123
1,500	320	243	192	150	129	115
2,000	284	219	176	140	123	111
3,000	243	192	158	129	115	106
4,000	219	176	148	123	111	102
5,000	203	166	140	119	108	100
7,000	183	152	131	113	104	98
10,000	166	140	123	108	100	95
20,000	140	123	111	100	95	91
40,000	123	111	102	95	91	89

TABLE C-8. CRITICAL ACCIDENT RATES FOR URBAN TWO-LANE SECTIONS (FIVE-YEAR PERIOD)(1984-1988)

AADT	CRITICAL ACCIDENT RATE (ACC/100 MVM) FOR THE GIVEN SECTION LENGTH (MILES)				
	0.5	1	2	5	10
500	1,820	1,470	1,233	1,031	932
1,000	1,470	1,233	1,072	932	863
2,500	1,174	1,031	932	846	803
5,000	1,031	932	863	803	773
7,500	969	889	833	784	760
10,000	932	863	815	773	752
15,000	889	833	794	760	742
20,000	863	815	781	752	737
30,000	833	794	767	742	730
40,000	815	781	758	737	726
50,000	803	773	752	733	724

TABLE C-9. CRITICAL ACCIDENT RATES FOR URBAN THREE-LANE SECTIONS (FIVE-YEAR PERIOD)(1984-1988)

AADT	CRITICAL ACCIDENT RATE (ACC/100 MVM) FOR THE GIVEN SECTION LENGTH (MILES)				
	0.5	1	2	5	10
500	1,642	1,314	1,093	905	813
1,000	1,314	1,093	943	813	750
2,500	1,039	905	813	733	694
5,000	905	813	750	694	666
10,000	813	750	705	666	646
15,000	773	722	685	653	637
20,000	750	705	674	646	632
25,000	733	694	666	641	629
30,000	722	685	660	637	626
40,000	705	674	652	632	623
50,000	694	666	646	629	620

TABLE C-10. CRITICAL ACCIDENT RATES FOR URBAN FOUR-LANE DIVIDED SECTIONS (NON-INTERSTATE AND PARKWAY) SECTIONS (FIVE-YEAR PERIOD)(1984-1988)

AADT	CRITICAL ACCIDENT RATE (ACC/100 MVM) FOR THE GIVEN SECTION LENGTH (MILES)				
	0.5	1	2	5	10
1,000	1,213	1,003	860	737	677
2,500	951	825	737	662	624
5,000	825	737	677	624	598
10,000	737	677	635	598	579
15,000	699	650	616	586	571
20,000	677	635	605	579	566
25,000	662	624	598	574	563
30,000	650	616	592	571	560
40,000	635	605	584	566	557
50,000	624	598	579	563	555
60,000	616	592	575	560	553

TABLE C-11. CRITICAL ACCIDENT RATES FOR URBAN FOUR-LANE UNDIVIDED SECTIONS (FIVE-YEAR PERIOD) (1984-1988)

AADT	CRITICAL ACCIDENT RATE (ACC/100 MVM) FOR THE GIVEN SECTION LENGTH (MILES)				
	0.5	1	2	5	10
1,000	1,715	1,455	1,277	1,123	1,046
2,500	1,390	1,232	1,123	1,027	980
5,000	1,232	1,123	1,046	980	946
10,000	1,123	1,046	993	946	923
15,000	1,075	1,013	970	931	912
20,000	1,046	993	956	923	906
25,000	1,027	980	946	917	902
30,000	1,013	970	939	912	899
40,000	993	956	929	906	894
50,000	980	946	923	902	891
60,000	970	939	918	899	889

TABLE C-12. CRITICAL ACCIDENT RATES FOR URBAN INTERSTATE SECTIONS (FIVE-YEAR PERIOD)(1984-1988)

AADT	CRITICAL ACCIDENT RATE (ACC/100 MVM) FOR THE GIVEN SECTION LENGTH (MILES)				
	0.5	1	2	5	10
1,000	567	438	353	281	246
5,000	332	281	246	216	201
10,000	281	246	222	201	190
20,000	246	222	205	190	183
30,000	231	211	198	186	180
40,000	222	205	193	183	178
50,000	216	201	190	181	177
60,000	211	198	188	180	176
70,000	208	195	186	179	175
80,000	205	193	185	178	174
90,000	203	192	184	177	174
100,000	201	190	183	177	173

TABLE C-13. CRITICAL ACCIDENT RATES FOR URBAN PARKWAY SECTIONS (FIVE-YEAR PERIOD)(1984-1988)

AADT	CRITICAL ACCIDENT RATE (ACC/100 MVM) FOR THE GIVEN SECTION LENGTH (MILES)					
	0.5	1	2	5	10	20
500	613	443	333	244	202	173
1,000	443	333	262	202	173	153
2,500	307	244	202	166	149	136
5,000	244	202	173	149	136	128
7,500	217	184	161	141	131	124
10,000	202	173	153	136	128	122
15,000	184	161	145	131	124	119
20,000	173	153	140	128	122	118
30,000	161	145	134	124	119	116
40,000	153	140	130	122	118	115
50,000	149	136	128	120	117	114

APPENDIX D

CRITICAL ACCIDENT RATE TABLES FOR "SPOTS"
(SPOT IS DEFINED AS 0.3 MILE IN LENGTH)

TABLE D-1. CRITICAL ACCIDENT RATES FOR "SPOTS" ON RURAL ONE-LANE, TWO-LANE, AND THREE-LANE HIGHWAYS (FIVE-YEAR PERIOD)(1984-1988)

	CRITICAL ACCIDENT RATE (ACC/MV) BY HIGHWAY TYPE		
AADT	ONE-LANE	TWO-LANE	THREE-LANE
100	11.36	9.41	13.23
500	5.19	4.04	6.34
1,000	3.97	3.01	4.95
2,500	2.97	2.17	3.80
5,000	2.50	1.78	3.25
7,500	2.29	1.61	3.01
10,000	2.17	1.52	2.87
15,000	2.03	1.40	2.70
20,000	1.95	1.33	2.60

TABLE D-2. CRITICAL ACCIDENT RATES FOR "SPOTS" ON RURAL FOUR-LANE HIGHWAYS, INTERSTATES, AND PARKWAYS (FIVE-YEAR PERIOD)(1984-1988)

	CRITICAL ACCIDENT RATE (ACC/MV) BY HIGHWAY TYPE			
AADT	FOUR-LANE UNDIVIDED	FOUR-LANE DIVIDED (NON-INTERSTATE AND PARKWAY)	INTERSTATE	PARKWAY
500	4.62	2.89	1.88	2.14
1,000	3.50	2.07	1.27	1.47
2,500	2.58	1.42	0.80	0.96
5,000	2.14	1.12	0.60	0.73
10,000	1.84	0.92	0.47	0.58
15,000	1.71	0.84	0.41	0.51
20,000	1.64	0.79	0.38	0.47
30,000	1.55	0.73	0.34	0.43
40,000	1.50	0.69	0.32	0.41
50,000	1.46	0.67	0.30	0.39

TABLE D-3. CRITICAL ACCIDENT RATES FOR "SPOTS" ON URBAN OTHER, TWO-LANE, AND THREE-LANE HIGHWAYS (FIVE-YEAR PERIOD)(1984-1988)

	CRITICAL ACCIDENT RATE (ACC/MV) BY HIGHWAY TYPE	
AADT	TWO-LANE	THREE-LANE
500	6.56	5.96
1,000	5.14	4.63
2,500	3.96	3.52
5,000	3.39	3.00
7,500	3.15	2.77
10,000	3.00	2.63
15,000	2.84	2.48
20,000	2.73	2.38
30,000	2.62	2.27
40,000	2.55	2.21

TABLE D-4. CRITICAL ACCIDENT RATES FOR "SPOTS" ON URBAN FOUR-LANE HIGHWAYS, INTERSTATES, AND PARKWAYS (FIVE-YEAR PERIOD)(1984-1988)

	CRITICAL ACCIDENT RATE (ACC/MV) BY HIGHWAY TYPE			
AADT	FOUR-LANE UNDIVIDED	FOUR-LANE DIVIDED (NON-INTERSTATE AND PARKWAY)	INTERSTATE	PARKWAY
1,000	5.95	4.29	2.11	1.68
5,000	4.03	2.74	1.15	0.86
10,000	3.60	2.40	0.95	0.69
15,000	3.41	2.25	0.86	0.62
20,000	3.30	2.16	0.81	0.58
30,000	3.17	2.05	0.75	0.53
40,000	3.09	1.99	0.72	0.50
50,000	3.04	1.95	0.69	0.48
60,000	3.00	1.92	0.67	0.47
70,000	2.97	1.90	0.66	0.46
80,000	2.95	1.88	0.65	0.45
90,000	2.93	1.86	0.64	0.44
100,000	2.91	1.85	0.63	0.43

APPENDIX E

TOTAL ACCIDENT RATES FOR ALL INCORPORATED CITIES

TABLE E-1. ACCIDENTS AND ACCIDENT RATES FOR ALL INCORPORATED CITIES (1984-1988 DATA)

CITY	POPULATION	NUMBER OF ACCIDENTS (84-88)	ANNUAL ACCIDENTS PER 1000 POPULATION
Adairville	1,105	43	7.8
Albany	2,083	755	72.5
Alexandria	4,735	1,150	48.6
Allen	338	186	110.1
Anchorage	1,726	214	24.8
Arlington	511	27	10.6
Ashland	27,064	8,038	59.4
Auburn	1,467	162	22.1
Audubon Park	1,571	14	1.8
Augusta	1,455	138	19.0
Bancroft	725	*	*
Barbourmeade	1,038	32	6.2
Barbourville	3,333	980	58.8
Bardstown	6,155	2,628	85.4
Bardwell	988	50	10.1
Barlow	746	63	16.9
Beattyville	1,068	394	73.8
Beaver Dam	3,185	754	47.3
Bedford	835	148	35.4
Beechwood Village	1,462	*	*
Bellefonte	908	34	7.5
Bellemeade	918	*	*
Bellevue	7,678	1,191	31.0
Bellewood	307	*	*
Benham	936	45	9.6
Benton	3,700	1,241	67.1
Berea	8,226	1,669	40.6
Berry	287	2	1.4
Blaine	358	10	5.6
Bloomfield	954	128	26.8
Blue Ridge Manor	465	*	*
Bonnieville	372	67	36.0
Booneville	191	149	156.0
Bowling Green	40,450	16,721	82.7
Bradfordsville	331	25	15.1
Brandenburg	1,831	650	71.0
Bremen	179	68	76.0
Briarwood	374	1	0.5
Broadfields	311	1	0.6
Brodhead	686	1	0.3
Bromley	844	154	36.5
Brooksville	680	169	49.7
Brownsboro Farm	790	1	0.3
Brownsboro Village	410	*	*
Brownsville	674	288	85.5
Burgin	1,008	69	13.7
Burkesville	2,051	388	37.8
Burnside	775	224	57.8
Butler	663	50	15.1
Cadiz	1,661	695	83.7
Calhoun	1,080	97	18.0
Calvert City	2,388	325	27.2
Camargo	1,301	40	6.1
Cambridge	193	*	*
Campbellsburg	714	89	24.9
Campbellsville	9,768	2,681	54.9
Campton	486	318	130.9
Caneyville	642	128	39.9
Carlisle	1,757	287	32.7
Carrollton	3,967	1,026	51.7
Carrsville	99	1	2.0
Catlettsburg	3,005	749	49.9
Cave City	2,098	596	56.8
Centertown	462	37	16.0
Central City	5,214	1,466	56.2
Cherrywood Village	362	*	*
Clarkson	666	54	16.2
Clay	1,356	172	25.4
Clay City	1,276	194	30.4
Clinton	1,720	182	21.2
Cloverport	1,585	170	21.5
Coal Run	348	80	46.0
Cold Springs	2,117	1,141	107.8
Columbia	3,710	1,330	71.7
Columbus	296	*	*
Concord	67	7	20.9
Corbin	8,075	2,804	69.4
Corinth	258	78	60.5
Covington	49,585	12,178	49.1
Corydon	874	3,152	721.3
Crab Orchard	843	75	17.8
Crescent Park	351	143	81.5
Crescent Springs	1,944	1,296	133.3
Crestview	528	16	6.1
Crestview Hills	1,362	694	101.9
Crestwood	531	468	176.3
Crittenden	597	188	63.0
Crofton	823	123	29.9
Crossgate	292	*	*
Cumberland	3,712	472	25.4
Cynthiana	5,881	1,585	53.9
Danville	12,942	3,762	58.1
Dawson Springs	3,275	487	29.7
Dayton	6,979	794	22.8
Devondale	1,164	65	11.2
Dixon	614	150	48.9
Dover	305	56	36.7
Drakesboro	798	133	33.3
Druid Hills	338	*	*
Dry Ridge	1,250	797	127.5
Earlington	2,011	159	15.8
Eddyville	1,949	80	8.2
Edgewood	7,243	1,233	34.0
Edmonton	1,448	356	49.2
Ekron	239	16	13.4
Elizabethtown	15,380	6,822	88.7
Elkhorn City	1,446	115	15.9
Elkton	1,815	368	40.6
Elsmere	7,203	1,198	33.3
Eminence	2,260	535	47.3
Erlanger	14,466	4,318	59.7
Eubank	207	36	34.8
Evarts	1,234	165	26.7
Ewing	144	39	54.2
Fairfield	169	24	28.4
Fairmeade	272	*	*
Fairview	198	50	50.5
Falmouth	2,482	559	45.0
Ferguson	1,009	59	11.7
Flatwoods	8,354	1,093	26.2
Flemingsburg	2,835	701	49.5
Florence	15,586	9,175	117.7
Fordsville	561	99	35.3
Forest Hills	502	35	13.9
Fort Mitchell	7,294	1,276	35.0
Fort Thomas	16,012	1,760	22.0
Fort Wright	4,481	2,072	92.5
Fountain Run	340	12	7.1
Frankfort	25,973	7,223	55.6
Franklin	7,738	1,911	49.4
Fredonia	535	50	18.7
Frenchburg	550	90	32.7
Fulton	3,137	755	48.1
Gamaliel	456	23	10.1
Georgetown	10,972	2,754	50.2
Germantown	347	47	27.1
Ghent	439	23	10.5
Glasgow	12,958	4,024	62.1
Glencoe	354	41	23.2
Glenview Manor	212	*	*

TABLE E-1. ACCIDENTS AND ACCIDENT RATES FOR ALL INCORPORATED CITIES (1984-1988 DATA) (continued)

CITY	POPULATION	NUMBER OF ACCIDENTS (84-88)	ANNUAL ACCIDENTS PER 1000 POPULATION
Goose Creek	361	*	*
Grand Rivers	428	47	22.0
Gratz	124	11	17.7
Graymoor	1,167	9	1.5
Grayson	3,423	979	57.2
Greensburg	2,377	566	47.6
Greenup	1,386	237	34.2
Greenville	4,631	999	43.1
Guthrie	1,361	15	2.2
Hanson	485	78	32.2
Hardin	545	67	24.6
Hardinsburg	2,211	594	53.7
Harlan	3,024	1,446	95.6
Harrodsburg	7,265	2,179	60.0
Hartford	2,512	96	7.6
Hawesville	1,036	161	31.1
Hazard	5,371	2,004	74.6
Hazel	465	39	16.8
Henderson	24,834	8,171	65.8
Hickman	2,894	322	22.3
Hickory Hill	171	*	*
Highland Heights	4,435	1,512	68.2
Hindman	876	248	56.6
Hiseville	349	31	17.8
Hodgenville	2,431	675	55.5
Hollyvilla	476	*	*
Hopkinsville	27,318	7,606	55.7
Horse Cave	2,045	82	8.0
Houston Acres	608	1	0.3
Hurstbourne Acres	386	25	13.0
Hustonville	339	39	23.0
Hyden	488	109	44.7
Independence	9,164	1,718	37.5
Indian Hills	787	52	13.2
Inez	413	161	78.0
Irvine	2,889	823	57.0
Irvington	1,409	124	17.6
Island	532	68	25.6
Jackson	2,651	764	57.6
Jamestown	1,441	201	27.9
Jeffersontown	15,795	4,687	59.3
Jeffersonville	1,528	83	10.9
Jenkins	3,271	187	11.4
Junction City	2,045	264	25.8
Keeneland	432	1	0.5
Kenton Vale	145	18	24.8
Kevil	382	72	37.7
Kingsley	464	1	0.4
Kuttawa	560	30	10.7
LaCenter	1,044	95	18.2
LaFayette	160	2	2.5
LaGrange	2,971	995	67.0
Lakeside Park	3,062	540	35.3
Lancaster	3,365	677	40.2
Latonia Lakes	396	47	23.7
Lawrenceburg	5,167	1,194	46.2
Lebanon	6,590	1,758	53.4
Lebanon Junction	1,581	159	20.1
Leitchfield	4,533	1,716	75.7
Lewisburg	972	112	23.0
Lewisport	1,832	78	8.5
Lexington	204,165	60.742	59.5
Liberty	2,206	3	0.3
Lincolnshire	139	*	*
Livermore	1,672	123	14.7
Livingston	334	23	13.8
Lockport	84	15	35.7
London	4,002	2,868	143.3
Lone Oak	443	201	90.7
Loretto	954	87	18.2
Louisa	1,832	638	69.7
Lovall	1,210	19,627	3244.1
Ludlow	4,959	554	22.3
Lynch	1,614	154	19.1
Louisville	298,694	73,470	49.2
Lyndon	4,267	87	4.1
Lynnview	1,157	3	0.5
McHenry	582	34	11.7
McKee	759	1,466	386.3
McRoberts	1,037	256	49.4
Mackville	229	182	159.0
Madisonville	16,979	4,553	53.6
Manchester	1,838	1,429	155.5
Marion	3,392	1,163	68.6
Martin	827	231	55.9
Mayfield	10,705	2,760	51.6
Maysville	7,983	2,357	59.1
Meadowvale	1,008	*	*
Meadowview Estates	212	*	*
Melbourne	628	74	23.6
Mentor	169	32	37.9
Middlesboro	12,251	2,653	43.3
Middletown	4,262	247	11.6
Midway	1,445	174	24.1
Millersburg	987	52	10.5
Milton	718	150	41.8
Minor Lane Heights	1,882	38	4.0
Mockingbird Valley	205	16	15.6
Monterey	186	8	8.6
Monticello	5,677	1,658	58.4
Moorland	513	1	0.4
Moorman	200	14	14.0
Morehead	7,789	2,262	58.1
Morganfield	3,781	868	45.9
Morgantown	2,000	710	71.0
Mortons Gap	1,201	98	16.3
Mount Olivet	346	36	20.8
Mount Sterling	5,820	2,321	79.8
Mount Vernon	2,334	638	54.7
Mount Washington	3,997	721	36.1
Muldraugh	1,752	520	59.4
Munfordville	1,783	422	47.3
Murray	14,248	3,702	52.0
Nebo	269	52	38.7
New Castle	832	58	13.9
New Haven	926	132	28.5
Newburg	5,827	48	1.6
Newport	21,587	6,087	56.4
Nicholasville	10,319	2,686	52.1
Norbourne Estates	446	1	0.4
Northfield	906	30	6.6
North Middletown	637	46	14.4
Nortonville	1,336	99	14.8
Oak Grove	2,088	1,034	99.0
Oakland	264	7	5.3
Olive Hill	2,539	339	26.7
Owensboro	54,450	15,146	55.6
Owenton	1,341	310	46.2
Owingsville	1,419	380	53.6
Paducah	29,315	11,596	79.1
Paintsville	3,815	1,778	93.2
Paris	7,935	2,330	58.7
Park City	614	93	30.3
Park Hills	3,500	446	25.5
Parkway Village	754	*	*
Pembroke	636	55	17.3
Perryville	841	103	24.5
Pewee Valley	982	226	46.0
Phelps	1,126	232	41.2
Pikeville	5,583	2,336	83.7

TABLE E-1. ACCIDENTS AND ACCIDENT RATES FOR ALL INCORPORATED CITIES (1984-1988 DATA)(continued)

CITY	POPULATION	NUMBER OF ACCIDENTS (84-88)	ANNUAL ACCIDENTS PER 1000 POPULATION
Pineville	2,599	834	64.2
Pippa Passes	340	44	25.9
Plantation	969	53	10.9
Pleasant Valley	342	*	*
Pleasureville	758	60	15.8
Plum Springs	393	*	*
Plymouth Village	231	*	*
Powderly	848	115	27.1
Prestonsburg	4,011	1,739	86.7
Prestonville	205	18	17.6
Princeton	7,073	1,467	41.5
Providence	4,434	654	29.5
Raceland	1,970	231	23.5
Radcliff	14,519	4,200	57.9
Ravenna	793	107	27.0
Richmond	21,705	7,381	68.0
Ridgeview Heights	729	*	*
Riverwood	435	*	*
Robinswood	273	*	*
Rochester	289	6	4.2
Rockport	511	30	11.7
Rolling Fields	731	4	1.1
Rolling Hills	1,122	43	7.7
Russell	3,824	1,603	83.8
Russell Springs	1,831	598	65.3
Russellville	7,520	2,367	63.0
Sacramento	538	80	29.7
Sadieville	253	17	13.4
Saint Charles	405	32	15.8
Saint Matthews	14,409	5,767	80.0
Saint Regis Park	1,735	32	3.7
Salem	833	76	18.2
Salt Lick	347	83	47.8
Salyersville	1,352	358	53.0
Sanders	332	5	3.0
Sandy Hook	627	57	18.2
Sardis	198	10	10.1
Science Hill	655	53	16.2
Scottsville	4,278	1,526	71.3
Sebree	1,516	153	20.2
Senaca Gardens	748	*	*
Sharpsburg	339	71	41.9
Shelbyville	5,329	2,138	80.2
Shepherdsville	4,454	1,841	82.7
Shively	16,645	5,758	69.2
Silver Grove	1,260	190	30.2
Simpsonville	642	87	27.1
Slaughters	269	28	20.8
Smithfield	137	16	23.4
Smithland	512	287	112.1
Smiths Grove	767	190	49.5
Somerset	10,649	4,317	81.1
Sonora	416	156	75.0
South Carrollton	262	44	33.6
Southgate	2,833	429	30.3
South Parkview	248	34	27.4
South Shore	1,525	183	24.0
Sparta	192	34	35.4
Springfield	3,179	739	46.5
Springlee	498	*	*
Stamping Ground	562	46	16.4
Stanford	2,764	690	49.9
Stanton	2,691	423	31.4
Strathmoor Garden	292	*	*
Strathmoor Manor	368	*	*
Strathmoor Village	466	*	*
Sturgis	2,293	400	34.9
Taylor Mill	4,509	676	30.0
Taylorsville	801	128	32.0
Tollesboro	808	69	17.1
Tompkinsville	3,077	653	42.4
Trenton	465	24	10.3
Union	601	179	59.6
Uniontown	1,169	82	14.0
Upton	731	82	22.4
Van Lear	1,033	220	42.6
Vanceburg	1,939	239	24.7
Versailles	6,427	2,130	66.3
Vicco	456	71	31.1
Villa Hills	5,598	364	13.0
Vine Grove	3,583	386	21.5
Visala	198	54	54.5
Wallins Creek	459	90	39.2
Walton	1,651	409	49.5
Warfield	450	53	23.6
Warsaw	1,328	137	20.6
Washington	624	61	19.6
Water Valley	395	31	15.7
Waverly	434	80	36.9
Wayland	601	36	12.0
Wellington	653	1	0.3
West Buechel	1,205	585	97.1
West Liberty	1,381	59	8.5
West Point	1,339	293	43.8
Westwood	826	176	42.6
Wheatcroft	325	33	20.3
Wheelwright	865	57	13.2
Whipps Millgate	553	*	*
White Plains	859	77	17.9
Whitesburg	1,525	582	76.3
Whitesville	788	147	37.3
Whitley City	6,987	223	6.4
Wickliffe	1,034	263	50.9
Wilder	633	333	105.2
Wildwood	309	*	*
Williamsburg	5,560	1,217	43.8
Williamstown	2,502	479	38.3
Willisburg	235	15	12.8
Wilmore	3,787	133	7.0
Winchester	15,216	4,153	54.6
Windy Hills	2,214	*	*
Wingo	606	65	21.5
Woodburn	330	23	13.9
Woodland Hills	839	*	*
Woodlawn	351	1	0.6
Woodlawn Park	1,052	*	*
Worthington	1,948	102	10.5
Worthville	272	19	14.0
Wurtland	1,301	108	16.6
Yorktown	155	7	9.0

* No accident data available.

APPENDIX F

SAFETY BELT SUMMARY DATA

A comparison of the accident severity, in terms of the percentage of drivers sustaining a given injury, and the type of accident is presented in Table F-1. The use of a safety belt was shown to be effective in all types of accidents. As would be expected, the largest reductions occurred as a result of wearing a safety belt in the most severe accident types. For example, non-intersection "fixed object", "ran off road", and "overturned in road" accidents were some of the most severe accident types, and there was a large reduction in severity when a safety belt was used when those types of accidents occurred. In contrast, parking lot accidents were not severe and there was little difference in accident severity when wearing or not wearing a safety belt.

Accident severity versus safety belt usage by speed was analyzed and tabulated in Table F-2. It was shown that safety belts are effective in reducing serious injuries for speed limits in the range of 25 to 55 mph. Accident severity was less for the 25-mph speed limit, as would be expected.

The severity of injury versus ejection from the vehicle was investigated, as shown in Table F-3, since a major benefit associated with wearing a safety belt is greatly reducing the chances of ejection from the vehicle. The serious consequences of ejection are shown with the percent of fatalities involving ejection being 74 times that if not ejected.

Safety belt usage by age and sex of the driver is shown in Table F-4. Usage for females was slightly above that for males. When age was considered, usage was highest for the age range of 35 through 44 years and lowest for the age range of 16 through 19 years. Usage was lower for the youngest and oldest age categories.

TABLE F-1. ACCIDENT SEVERITY VERSUS SAFETY BELT USAGE BY ACCIDENT TYPE
(DRIVERS OF PASSENGER CARS)(1984-1988 DATA)

ACCIDENT TYPE	TYPE OF INJURY	NUMBER SUSTAINING A GIVEN INJURY		PERCENTAGE SUSTAINING A GIVEN INJURY			
		NOT WEARING SAFETY BELT	WEARING SAFETY BELT	NOT WEARING SAFETY BELT	WEARING SAFETY BELT	PERCENT REDUCTION**	
Intersection Angle	Fatal	152	17	0.10	0.04	60	***
	Incapacitating	4,067	765	2.72	1.98	27	***
	Non-Incapacitating	7,946	1,697	5.32	4.40	17	***
	Possible	8,664	2,147	5.81	5.56	4	
Intersection Rear End	Fatal	10	1	0.01	0.00	100	
	Incapacitating	835	265	1.13	0.96	15	
	Non-Incapacitating	2,089	558	2.83	2.03	28	***
	Possible	4,213	1,606	5.70	5.83	-2	
Intersection Left Turn	Fatal	12	0	0.09	0.00	100	
	Incapacitating	423	99	3.00	2.53	16	
	Non-Incapacitating	1,608	194	11.40	4.96	56	***
	Possible	870	215	6.17	5.50	11	
Intersection Fixed Object	Fatal	26	1	0.46	0.07	85	
	Incapacitating	459	45	8.21	3.19	61	***
	Non-Incapacitating	827	134	14.79	9.50	36	***
	Possible	582	107	10.41	7.58	27	***
Intersection Side Swipe	Fatal	5	0	0.03	0.00	100	
	Incapacitating	119	35	0.62	0.57	8	
	Non-Incapacitating	289	75	1.49	1.21	19	
	Possible	435	129	2.25	2.08	8	
Non-Intersection Rear End	Fatal	52	4	0.05	0.01	80	***
	Incapacitating	1,593	369	1.39	0.91	35	***
	Non-Incapacitating	3,617	992	3.15	2.45	22	***
	Possible	7,158	2,286	6.23	5.64	9	***
Non-Intersection Head On	Fatal	393	26	2.86	1.20	58	***
	Incapacitating	1,520	185	11.08	8.53	23	***
	Non-Incapacitating	1,778	232	12.96	10.70	17	***
	Possible	1,354	240	9.87	11.07	-12	
Non-Intersection Sideswipe	Fatal	126	11	0.18	0.08	56	***
	Incapacitating	1,894	307	2.78	2.11	24	***
	Non-Incapacitating	3,252	567	4.77	3.89	18	***
	Possible	3,200	621	4.69	4.26	9	
Non-Intersection Vehicle Parked	Fatal	15	2	0.06	0.05	17	
	Incapacitating	442	38	1.66	0.99	40	***
	Non-Incapacitating	1,048	98	3.93	2.56	35	***
	Possible	792	80	2.97	2.09	30	***
Non-Intersection Fixed Object	Fatal	546	29	1.25	0.29	77	***
	Incapacitating	4,730	500	10.84	4.99	54	***
	Non-Incapacitating	7,557	1,168	17.32	11.66	33	***
	Possible	5,163	1,116	11.83	11.14	6	
Non-Intersection Run Off Road	Fatal	277	11	1.11	0.19	83	***
	Incapacitating	2,974	351	11.94	5.99	50	***
	Non-Incapacitating	5,013	813	20.12	13.87	31	***
	Possible	3,700	847	14.85	14.45	3	
Non-Intersection Overturned In Road	Fatal	60	2	2.02	0.23	89	***
	Incapacitating	469	70	15.78	8.14	48	***
	Non-Incapacitating	639	165	21.50	19.19	11	
	Possible	441	124	14.84	14.42	3	
Non-Intersection Parking Lot	Fatal	0	0	0.00	0.00	*	*
	Incapacitating	165	21	0.19	0.14	26	
	Non-Incapacitating	398	58	0.45	0.39	13	
	Possible	706	147	0.79	0.98	-24	

* No fatal accidents occurred for this accident type.
** A negative sign means the percentage sustaining a given injury while wearing a safety belt was higher than that when not wearing a safety belt.
*** Statistically significant change (probability of 0.99).

TABLE F-2. ACCIDENT SEVERITY VERSUS SAFETY BELT USAGE BY SPEED LIMIT (DRIVERS OF PASSENGER CARS)*

SPEED LIMIT (MPH)	TYPE OF INJURY	PERCENTAGE SUSTAINING A GIVEN INJURY: NOT WEARING SAFETY BELT	WEARING SAFETY BELT	PERCENT REDUCTION**
25	FATAL	0.03	0.01	67
	INCAPACITATING	1.16	0.76	34
	NON-INCAPACITATING	2.68	1.87	30
	POSSIBLE	3.46	3.33	4
35	FATAL	0.07	0.01	86
	INCAPACITATING	2.01	1.21	40
	NON-INCAPACITATING	4.29	2.97	31
	POSSIBLE	4.98	4.59	8
45	FATAL	0.14	0.02	86
	INCAPACITATING	2.74	1.67	39
	NON-INCAPACITATING	5.59	3.82	32
	POSSIBLE	7.05	6.74	4
55	FATAL	0.81	0.20	75
	INCAPACITATING	6.44	3.52	45
	NON-INCAPACITATING	9.83	7.22	27
	POSSIBLE	8.22	7.94	3

* Based on 1984-1988 accident data.
** A negative sign means the percentage sustaining a given injury while wearing a safety belt was higher than that when not wearing a safety belt.

TABLE F-3. SEVERITY OF INJURY VERSUS EJECTION (DRIVERS OF PASSENGER CARS)*

TYPE OF INJURY	PERCENT WITH GIVEN INJURY: EJECTED	NOT EJECTED	PERCENT EJECTED/ PERCENT NOT EJECTED
FATAL	9.89	0.13	74
INCAPACITATING	27.10	2.34	12
NON-INCAPACITATING	13.94	4.59	3
POSSIBLE	13.28	5.21	3

* Based on 1984-1988 accident data.

TABLE F-4. SAFETY BELT USAGE BY AGE AND SEX (DRIVERS OF PASSENGER CARS)*

VARIABLE	CATEGORY	PERCENT USAGE: 1984-1988	1988
AGE	16-19	13.8	21.7
	20-24	18.1	30.5
	25-34	23.0	35.8
	35-44	24.4	37.8
	45-54	22.5	35.8
	55-64	21.5	34.9
	65 OR OLDER	18.6	30.5
SEX	MALE	19.1	30.6
	FEMALE	23.1	36.9

* Based on 1984-1988 accident data.

APPENDIX G

NUMBER OF ACCIDENTS REPORTED BY REPORTING AGENCY

TABLE G-1. NUMBER OF ACCIDENTS REPORTED BY REPORTING AGENCY

REPORTING AGENCY	1984 ACCIDENTS	1985 ACCIDENTS	1986 ACCIDENTS	1987 ACCIDENTS	84-87 AVG	1988 ACCIDENTS	1988 PERCENT CHANGE*
Kentucky State Police							
Post 9	3,120	2,988	2,938	2,972	3,005	3,134	4.3
Post 11	2,777	2,891	2,622	2,864	2,789	2,767	-0.8
Post 2	2,317	2,350	1,967	2,166	2,200	2,419	10.0
Post 7	2,271	2,165	1,972	2,044	2,113	2,086	-1.3
Post 12	1.703	1,725	1,498	1,703	1,657	1,817	9.6
Post 4	2,130	1,955	1,845	1,805	1,934	1,764	-8.8
Post 3	1,800	1,822	1,666	1,725	1,753	1,720	-1.9
Post 13	1,774	2,010	1,790	1,663	1,809	1,701	-6.0
Post 8	1,291	1,347	1,280	1,474	1,348	1,538	14.1
Post 1	1,968	1,883	1.772	1,763	1,847	1,513	-18.1
Post 6	1,419	1,470	1,339	1,330	1,390	1,354	-2.6
Post 16	1.774	1,580	1,473	1,441	1,567	1,334	-14.9
Post 10	1,496	1,545	1,429	1,350	1,455	1,312	-9.8
Post 14	1,150	1,241	1,189	1,361	1,235	1,237	0.1
Post 5	1,119	913	868	1,054	989	1,125	13.8
Post 15	1,093	1,105	1,092	1,034	1,081	1,113	3.0
Subtotals (KSP)	29,202	28,990	26,740	27,749	28,170	27,934	-0.8
Louisville PD	16,294	17,121	17,498	16,476	16,847	17,419	3.4
Jefferson Co. PD	12,389	12,317	12,442	12,544	12,423	13,052	5.1
Lex-Fayette Co. PD	11,311	11,957	11,771	12,033	11,768	12,710	8.0
Covington PD	2,947	3,073	3,034	2,920	2,994	3,045	1.7
Owensboro PD	3,072	3,000	2,891	2,366	2,832	2,858	0.9
Bowling Green PD	2,883	3,198	3,069	3,221	3,093	2,845	-8.0
Paducah PD	2,071	2,210	2,286	2,275	2,211	2,321	5.0
Florence PD	1,463	1,634	1,747	1,741	1,646	1,766	7.3
Henderson PD	1,587	1,589	1,464	1,565	1,551	1,621	4.5
Ashland PD	1,483	1,596	1,519	1,456	1,514	1,521	0.5
Hopkinsville PD	1,394	1,525	1,506	1,455	1,470	1,514	3.0
Elizabethtown PD	1,281	1,178	1,310	1,194	1,241	1,424	14.8
Frankfort PD	1,235	1,417	1,373	1,430	1,364	1,390	1.9
Richmond PD	1,122	1,235	1,191	1,228	1,194	1,354	13.4
Boone Co. PD	989	1,004	1,124	1,172	1,072	1,269	18.3
St. Matthews PD	976	1,032	1,066	1,114	1,047	1,254	19.8
Madisonville PD	1,047	1,119	1,063	1,054	1,071	1,193	11.4
Newport PD	1.302	1,261	1,305	1,073	1,235	1,081	-12.5
Shively PD	1,064	986	1,105	1,025	1,045	1,075	2.9
Radcliff PD	731	807	815	845	800	944	18.1
Somerset PD	756	844	784	886	818	912	11.6
Jeffersontown PD	877	829	892	877	869	909	4.6
Glasgow PD	788	774	795	748	776	805	3.7
Winchester PD	783	787	733	787	773	749	-3.0
Danville PD	665	677	705	744	698	746	6.9
McCracken Co. SO	409	459	581	657	527	744	41.3
Daviess Co. SO	408	572	656	734	593	737	24.4
Mayfield PD	607	649	710	696	666	715	7.4
Erlanger PD	849	832	771	812	816	711	-12.9
Murray PD	642	673	685	682	671	700	4.4
Maysville PD	575	573	565	594	577	623	8.0
Georgetown PD	463	476	486	537	491	582	18.7
Middlesboro PD	478	519	531	531	515	578	12.3
Corbin PD	426	495	588	530	510	556	9.1
Campbellsville PD	512	467	486	505	493	555	12.7
Nicholasville PD	496	497	525	492	503	532	5.9
Campbell Co. PD	504	501	517	537	515	531	3.2
Bardstown PD	439	435	475	509	465	516	11.1
Oldham Co. PD	364	426	408	490	422	515	22.0
London PD	485	537	471	516	502	500	-0.4
Paris PD	384	402	474	458	430	492	14.6
Russellville PD	484	460	432	431	452	452	0.1
Kenton Co. PD	338	412	405	373	382	444	16.2
Boyd Co. SO	220	317	296	368	300	441	46.9
Bullitt Co. PD	362	407	380	393	386	439	13.9
Pikeville PD	464	480	414	399	439	431	-1.9
Hazard PD	351	356	366	373	362	416	15.1
Harrodsburg PD	380	437	436	392	411	414	0.7
Mt. Sterling PD	373	380	435	397	396	411	3.7
Shelbyville PD	343	380	360	366	362	410	13.2
Versailles PD	390	370	397	456	403	403	-0.1
Morehead PD	300	328	342	367	334	394	17.9

TABLE G-1. NUMBER OF ACCIDENTS REPORTED BY REPORTING AGENCY(continued)

REPORTING AGENCY	1984 ACCIDENTS	1985 ACCIDENTS	1986 ACCIDENTS	1987 ACCIDENTS	84-87 AVG	1988 ACCIDENTS	1988 PERCENT CHANGE*
Woodford Co. PD	396	429	366	388	395	387	-2.0
Fort Wright PD	367	377	399	348	373	383	2.7
Pike Co. SO	329	313	390	363	349	380	9.0
Prestonsburg PD	307	305	300	334	312	379	21.7
Berea PD	309	325	285	311	308	356	15.8
Lebanon PD	313	347	402	341	351	354	0.9
Franklin PD	353	364	403	379	375	348	-7.1
Russell PD	309	311	301	322	311	348	12.0
Monticello PD	315	297	315	330	314	343	9.1
Clark Co. SO	310	269	287	363	307	342	11.3
Cynthiana PD	254	315	267	302	285	334	17.4
Paintsville PD	370	330	326	330	339	333	-1.8
Fort Mitchell PD	228	232	207	266	233	320	37.2
Jessamine Co. SO	258	367	433	396	364	317	-12.8
Montgomery Co. SO	284	281	295	294	289	311	7.8
Fort Thomas PD	375	385	381	274	354	305	-13.8
Crescent Springs PD	227	245	258	335	266	303	13.8
Leitchfield PD	325	330	343	302	325	303	-6.8
Henderson Co. SO	207	324	341	347	305	301	-1.2
Shepherdsville PD	286	305	281	290	291	301	3.6
Independence PD	269	295	320	293	294	297	0.9
Central City PD	267	270	287	288	278	287	3.2
Mason Co. SO	259	263	217	256	249	281	13.0
Cold Springs PD	192	175	195	231	198	270	36.2
Princeton PD	271	298	272	294	284	269	-5.2
Scottsville PD	246	278	347	281	288	262	-9.0
UK Security	242	226	225	242	234	259	10.8
Scott Co. SO	247	184	178	232	210	253	20.3
Scott Co. Patrol	0	0	0	275	69	252	266.5
Marshall Co. SO	166	174	190	217	187	247	32.3
Columbia PD	198	255	218	254	231	242	4.6
Lakeside Park PD	227	249	246	215	234	241	2.9
Boyle Co. SO	109	198	165	213	171	238	39.0
Edgewood PD	257	245	262	229	248	238	-4.1
Hart Co. SO	101	141	185	221	162	236	45.7
Harlan PD	235	224	234	239	233	232	-0.4
Calloway Co. SO	122	90	135	136	121	226	87.2
Highland Heights PD	231	258	212	228	232	222	-4.4
Harrison Co. SO	176	186	150	171	171	219	28.3
Benton PD	213	222	235	247	229	218	-4.9
Lawrenceburg PD	190	208	225	206	207	218	5.2
Alexandria PD	207	178	185	207	194	216	11.2
Bellevue PD	282	298	193	216	247	214	-13.4
Williamsburg PD	230	203	245	259	234	214	-8.6
Meade Co. SO	212	207	240	201	215	213	-0.9
LaGrange PD	134	158	177	168	159	207	30.0
Greenville PD	181	179	173	180	178	202	13.3
Barbourville PD	158	166	213	202	185	199	7.7
Elsmere PD	287	291	229	219	257	198	-22.8
Flatwoods PD	221	226	238	173	215	197	-8.2
Grayson Co. SO	141	146	159	192	160	196	22.9
EKU Security	192	209	145	185	183	193	5.6
Fulton PD	143	106	114	187	138	189	37.5
Nelson Co. PD	109	105	180	215	152	189	24.1
Pulaski Co. SO	63	75	240	139	129	182	40.8
Barren Co. SO	144	215	189	205	188	181	-3.9
Grayson PD	174	188	167	205	184	181	-1.4
Ohio Co. SO	195	251	210	191	212	180	-15.0
Western Ky. Univ. PD	151	146	187	225	177	179	1.0
Bourbon Co. SO	198	238	187	203	207	177	-14.3
Allen Co. SO	142	181	165	174	166	176	6.3
Logan Co. SO	99	114	184	165	141	175	24.6
Carrollton PD	195	185	190	170	185	171	-7.6
Oak Grove PD	175	208	210	162	189	169	-10.5
Warren Co. SO	196	210	78	141	156	168	7.5
Irvine PD	107	132	116	122	119	167	40.0
Beaver Dam PD	138	135	120	148	135	166	22.7
Russell Springs PD	105	103	136	130	119	165	39.2
U.L. Security	120	158	161	184	156	165	5.9
Tompkinsville PD	106	112	85	127	108	163	51.6
Butler Co. SO	81	109	98	131	105	162	54.7

TABLE G-1. NUMBER OF ACCIDENTS REPORTED BY REPORTING AGENCY(continued)

REPORTING AGENCY	1984 ACCIDENTS	1985 ACCIDENTS	1986 ACCIDENTS	1987 ACCIDENTS	84-87 AVG	1988 ACCIDENTS	1988 PERCENT CHANGE*
Manchester PD	161	133	135	155	146	161	10.3
Morganfield PD	152	160	157	155	156	161	3.2
Albany PD	130	139	155	142	142	160	13.1
Fleming Co. SO	139	130	119	128	129	160	24.0
Simpson Co. SO	164	155	152	178	162	156	-3.9
Marion PD	122	115	150	137	131	155	18.3
Larue Co. SO	89	104	136	110	110	152	38.5
Morgantown PD	111	114	124	127	119	150	26.1
Green Co. SO	99	86	128	135	112	146	30.4
Dayton PD	154	156	155	162	157	145	-7.5
Estill Co. SO	155	155	148	162	155	145	-6.5
Jackson PD	89	115	87	147	110	143	30.6
Springfield PD	137	136	147	144	141	141	0.0
Hillview City PD	124	100	126	120	118	137	16.6
Livingston Co. SO	82	114	102	142	110	137	24.5
Taylor Mill PD	151	106	84	149	123	136	11.0
Edmonson Co. SO	100	89	114	130	108	135	24.7
Cadiz PD	119	130	115	141	126	134	6.1
Catlettsburg PD	116	143	114	129	126	132	5.2
Flemingsburg PD	133	122	129	137	130	132	1.3
Stanton PD	8	4	104	131	62	132	113.8
Hancock Co. SO	112	109	124	126	118	130	10.4
Lewis Co. SO	75	80	80	59	74	127	72.8
Lincoln Co. SO	62	76	74	121	83	127	52.6
Stanford PD	117	119	128	113	119	125	4.8
Eminence PD	95	108	93	101	99	124	24.9
Hodgenville PD	118	128	115	121	121	122	1.2
Pineville PD	157	164	136	157	154	121	-21.2
Lancaster PD	117	133	125	138	128	119	-7.2
Mt. Washington PD	180	175	169	133	164	119	-27.5
Mount Vernon PD	102	125	102	96	106	116	9.2
Pendleton Co. SO	128	97	67	111	101	116	15.1
Providence PD	125	122	142	122	128	113	-11.5
Greensburg PD	87	114	81	80	91	112	23.8
Ludlow PD	119	139	141	131	133	112	-15.5
Crittenden Co. SO	48	71	75	81	69	109	58.5
Southgate PD	101	93	120	107	105	108	2.6
Buechel PD	164	117	117	116	129	105	-18.3
Breckenridge Co. SO	96	122	87	124	107	103	-4.0
Owen Co. SO	135	151	145	162	148	103	-30.5
Whitesburg PD	108	104	93	104	102	101	-1.2
Falmouth PD	86	101	87	105	95	100	5.5
Cave City PD	102	110	113	122	112	98	-12.3
Hardinsburg PD	89	136	122	118	116	98	-15.7
Muldraugh PD	117	83	101	77	95	96	1.6
State & Nat'l. Parks	47	66	86	108	77	96	25.1
Nelson Co. SO	59	69	72	88	72	95	31.9
Mercer Co. SO	65	110	100	118	98	94	-4.3
Prospect PD	54	40	84	93	68	94	38.7
Wolfe Co. SO	0	0	91	67	40	94	138.0
Greater Cincinnati Air	75	82	92	100	87	92	5.4
Bath Co. SO	99	84	94	114	98	91	-6.9
Louisa PD	82	52	34	70	60	91	52.9
Villa Hills PD	53	98	81	61	73	87	18.8
Trigg Co. SO	66	24	65	82	59	85	43.5
Vine Grove PD	85	83	71	57	74	85	14.9
Jackson Co. SO	61	65	81	107	79	84	7.0
Dawson Springs PD	98	93	91	91	93	83	-11.0
Park Hills PD	106	110	90	87	98	83	-15.5
Bell Co. SO	1	1	105	92	50	81	62.8
Ballard Co. SO	13	22	60	76	43	80	87.1
Calvert City PD	38	52	46	73	52	77	47.4
Hickman PD	72	73	5	85	59	77	31.1
Brandenburg PD	88	104	78	122	98	74	-24.5
Burkesville PD	67	81	81	57	72	74	3.5
Hopkins Co. SO	16	40	99	77	58	74	27.6
Sturgis PD	92	72	83	56	76	74	-2.3
Vanceburg PD	58	64	68	76	67	74	11.3
Carroll Co. SO	62	65	49	86	66	73	11.5
Jenkins PD	0	0	26	68	24	73	210.6
Elkton PD	74	65	90	74	76	71	-6.3

TABLE G-1. NUMBER OF ACCIDENTS REPORTED BY REPORTING AGENCY(continued)

REPORTING AGENCY	1984 ACCIDENTS	1985 ACCIDENTS	1986 ACCIDENTS	1987 ACCIDENTS	84-87 AVG	1988 ACCIDENTS	1988 PERCENT CHANGE*
Ky. St. Fairgrounds	32	68	94	89	71	71	0.4
Bracken Co. SO	86	84	107	86	91	68	-25.1
Carlisle PD	23	57	72	71	56	68	22.0
Cumberland PD	68	105	111	98	96	68	-28.8
Trimble Co. SO	58	101	66	61	72	67	-6.3
Bullitt Co. SO	113	110	111	121	114	66	-42.0
Fulton Co. SO	0	1	54	62	29	65	122.2
Clinton Co. SO	36	41	42	63	46	63	38.5
Breathitt Co. SO	30	18	58	62	42	62	47.6
West Point PD	37	44	74	59	54	62	15.9
Jamestown PD	20	20	45	61	37	61	67.1
Webster Co. SO	102	107	110	75	99	58	-41.1
Anderson Co. Patrol	0	0	0	60	15	41	173.3
Taylor Co. Metro	0	0	0	178	45	32	-28.1
KY DOT Enforcement	15	35	16	19	21	9	-57.6

* Percent change from 1984-1987 average to 1988.